

Eastern Goleta Valley Community Plan



Adopted by the Board of Supervisors on October 20, 2015

Coastal Portion Certified by the California Coastal Commission December 14, 2017

LONG RANGE PLANNING DIVISION
PLANNING AND DEVELOPMENT DEPARTMENT
COUNTY OF SANTA BARBARA



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EASTERN GOLETA VALLEY COMMUNITY PLAN

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INDEX OF ABBREVIATIONS

ADT	Average Daily Trips	GPA	Goleta Planning Area
BAR	Board of Architectural Review	GVPAC	Goleta Valley Planning Advisory Committee
C&D	Construction and Demolition Waste	HWY	Highway
CDP	Coastal Development Permit	IVMP	Isla Vista Master Plan
Caltrans	California Department of Transportation	LCP	Local Coastal Program
CEQA	California Environmental Quality Act	LEED	Leadership in Energy and Environmental Design
CIP	Capital Improvement Program	LID	Low Impact Development
CLUP	Coastal Land Use Plan	LOS	Level-of-Service
DR	Design Residential Land Use Designation	LPNF	Los Padres National Forest
EDRN	Existing Rural Development Neighborhood	MTD	Metropolitan Transit District
EGV	Eastern Goleta Valley	P&D	Planning and Development Department
EGVCP	Eastern Goleta Valley Community Plan	PD	Planned Development Land Use Designation
EHS	Environmental Health Services Department	PRT	Parks, Recreation, and Trails
EIR	Environmental Impact Report	PW	Public Works Department
EPA	U.S. Environmental Protection Agency	RC	Riparian Corridor
ESH	Environmentally Sensitive Habitat	RHNA	Regional Housing Needs Allocation
GCP	Goleta Community Plan	RTP	Regional Transportation Plan
GHG	Greenhouse gas	SBCAG	Santa Barbara County Association of Governments
GIS	Geographic Information System	SCS	Sustainable Community Strategy
GPAC	General Planning Advisory Committee	UA	Urban Agriculture
GTIP	Goleta Transportation Improvement Plan	UST	Underground Storage Tank
GVCP	Goleta Valley Community Plan	VMT	Vehicle Miles Traveled
GVC	Goleta Visioning Committee	WGV	Western Goleta Valley

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ISSUE AREA IDENTIFIERS AND ABBREVIATIONS

AQ	Air Quality
ECO	Ecology, Biology, and Habitats
EGV	Planning Area Boundaries and Permitted Uses
ENV	General Environmental Resources and Constraints
ES	Emergency Services and Facilities
FIRE	Fire Protection Services and Facilities
GEO	Geology, Topography, and Soils
HA	History and Archaeology
HAZ	Hazardous Materials
HYD	Hydrology, Flooding, Drainage, and Stormwater Runoff
LUA	Agricultural Land Uses
LUC	Commercial Land Uses
LUR	Residential Land Uses
N	Noise
POL	Law Enforcement Services and Facilities
PRT	Parks, Recreation, Trails and Open Space
RRC	Solid Waste and Resource Recovery
SF	General Public Services and Facilities
TC	Transportation and Circulation
VIS	Visual Resources
WAT	Water Resources and Conservation
WW	Wastewater Management

PREFACE

In 2008, the County Board of Supervisors initiated an update to the 1993 Goleta Community Plan (GCP) exclusively for Eastern Goleta Valley in the County of Santa Barbara. This action divided the Goleta Community Plan area into two plan areas: the western area and the eastern area. The western area continues to be referred to as the Goleta Community Plan area. The eastern area is known as the Eastern Goleta Valley Community Plan area. The 1993 Goleta Community Plan remains unchanged and in effect for the western area. The eastern area (Eastern Goleta Valley Community Plan area) is now subject to the goals, objectives, policies, development standards, and actions in this Eastern Goleta Valley Community Plan.

GOLETA PLANNING AREA: 1993 - 2011

Notable changes have occurred in Eastern Goleta Valley since 1993. Some of these changes have resulted in an established, more socially diverse community providing a stronger identity and economic base; others have reinforced the need for community planning to both preserve and enhance the community and avoid the unintended negative effects of ‘piecemeal’ land use decisions.

Since the adoption of the GCP in 1993, the following general changes have occurred, which provide the context and catalyst for a comprehensive update of the plan for Eastern Goleta Valley:

- In 2002, the City of Goleta incorporated, which removed 5,100 acres of the GPA from County jurisdiction. The City of Goleta area contained a majority of the commercially and industrially designated properties as well as Old Town Goleta.
- The 7,200-acre San Marcos Foothills area located northeast of State Route 154 was added to the Eastern Goleta Valley Community Plan area by the Board of Supervisors for consideration in the update of the plan for Eastern Goleta Valley. Of this inclusion, approximately 200 acres are publicly owned by the County as recreational open space as a result of the Preserve at San Marcos residential development project.
- The 1993 GCP is largely built out under existing land use designations and does not reflect current objectives for sustainable community development.
- The importance of thriving small businesses, enterprises, local services, farms, mixed-use commercial development and character, and sustainable economic development has become increasingly apparent from input provided by business owners and residents.
- Agriculture in the Urban Area has begun to diversify to accommodate economic conditions in the industry, while agriculture in the Rural Area remains an established local industry.

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- Strong local interests in resource conservation and sustainable development have reinforced the need for comprehensive policies to change the manner in which the built environment is designed and developed over the long term.
- Land use and transportation planning patterns to actively reduce local contributions of greenhouse gases, which promote global warming, have become priorities to all general and comprehensive plans in California.
- The State of California passed legislation requiring general plans provide for residential and commercial development that is low-impact, minimizes greenhouse gases, and coordinates with transportation planning to create sustainable communities and reduce both the number of trips generated and the vehicle miles traveled by residents and commuters.
- Innovative planning, analysis, and visualization tools are available to the County to better implement community land use goals and policies, such as geographic information systems (GIS), mixed-use zoning code, and design guidelines. These tools guide land use and development decisions to better achieve sustainable development goals for the community.

In response to the changes identified above, the County initiated an update to the 1993 GCP in 2008. The process of revising the community plan for Eastern Goleta Valley and its adoption by the Board of Supervisors includes the following steps:

1. Review of a Draft Plan by the community
2. Public hearings before the Planning Commission and the Board of Supervisors to initiate environmental review for the Draft Plan
3. Preparation and public review of a Program Environmental Review Impact Report
4. Adoption of the Eastern Goleta Valley Community Plan

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HOW TO USE THE EASTERN GOLETA VALLEY COMMUNITY PLAN

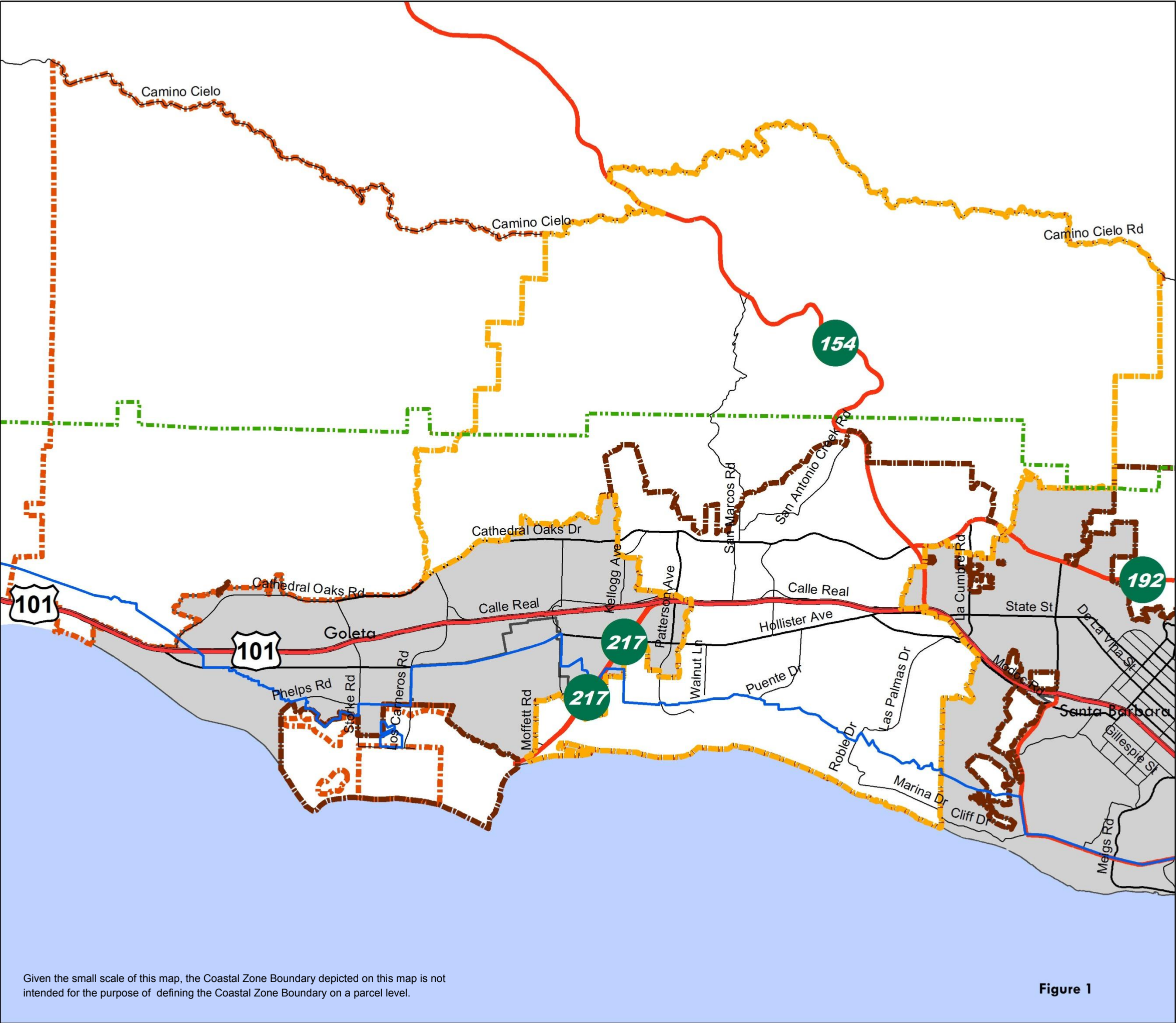
Figure 1 delineates the extent of Eastern Goleta Valley and the Goleta Community Plan area (or “Western Goleta Valley”). Planners, decision-makers, and community members should refer to either the 2015 Eastern Goleta Valley Community Plan or the 1993 GCP based on the geographic location of interest. The 1993 GCP continues to provide policy and planning direction for the western area. The western area includes the rural lands between the Eastern Goleta Valley Community Plan area and the Gaviota Coast Plan area, two small remainder parcels formerly part of the Ocean Meadows Golf Course, two wetland parcels between UCSB and the Santa Barbara Airport, and Isla Vista.

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Goleta Valley Community Plan:
Western Goleta Valley and
Eastern Goleta Valley

- Eastern Goleta Valley Boundary
- Western Goleta Valley Boundary
- Proposed Urban Area Boundary
- Los Padres National Forest Boundary
- Coastal Zone



Given the small scale of this map, the Coastal Zone Boundary depicted on this map is not intended for the purpose of defining the Coastal Zone Boundary on a parcel level.

Figure 1



0 0.5 1 2 Miles

I. INTRODUCTION

A. LEGAL AUTHORITY/INTENT AND PURPOSE

General Plan Requirements

California State law (Government Code sections 65300 et seq.) requires jurisdictions to prepare a comprehensive, long-term general plan with mapping, diagrams, and text to guide community development and land use decisions. The General Plan is required to have at least seven state-mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. General Plans are amended regularly to remain current and relevant. General Plans are implemented through zoning maps, ordinances, and programs, all of which must be consistent with the General Plan. Santa Barbara County's General Plan, or *Comprehensive Plan*, includes the seven mandated elements, as well as several optional elements permitted by State law, including the Agricultural, Energy, Scenic Highways, and Environmental Resource Management Elements.

Local jurisdictions may also prepare more focused Community or Area Plans for delineated geographic regions, communities, or neighborhoods. Community and Area Plans adopted or pending adoption within Santa Barbara County include the unincorporated areas of Goleta Valley, Los Alamos, Mission Canyon, Montecito, Orcutt, Santa Ynez Valley, Summerland, and Toro Canyon.

The Land Use Element

Community plans are sections of the County's Land Use Element and amend the Comprehensive Plan. Community plans are required to be consistent with countywide land use goals. The Land Use Element encourages the qualities that make this County unique, by:

- Encouraging a balanced and diverse economy
- Promoting local self-sufficiency
- Encouraging a balance in housing with jobs
- Stressing long-term productivity
- Living within our means in so far as availability of resources and services
- Providing moderate, orderly growth in harmony with our surroundings
- Providing for protection of the historical heritage which has enriched the lives of residents and visitors throughout the years

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The Land Use Element has four fundamental goals, which are below. These overarching goals set the direction for all County community plans.

Environment - Environmental constraints on development shall be respected. Economic and population growth shall proceed at a rate that can be sustained by available resources.

Urbanization - In order for the County to sustain a healthy economy in the urbanized areas and to allow for growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.

Agriculture - In rural areas, cultivated agriculture shall be preserved and where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.

Open Lands - Certain areas may be unsuited for agricultural uses due to poor or unstable soil conditions, steep slopes, flooding or lack of adequate water. These open lands have importance as grazing, watershed, wildlife habitat, mineral resources, recreation, and scenic qualities. These lands are usually located so that they are not necessary or desirable for urban uses. There is no basis for the proposition that all land, no matter where situated or whatever the need, must be planned for urban purposes if they cannot be put to some other profitable economic use.

Community Plan Requirements

Community Plans are prepared for communities, per California State law, in order to address general planning issues in a unique community in greater detail and specificity. A community plan is part of the County's Comprehensive Plan and must be internally consistent with the Comprehensive Plan as a whole. A community plan refines the policies of the general plan as they apply to a smaller geographic area within the overall general plan area and is implemented by discretionary actions, such as zoning ordinances or development plans. Community plans are commonly used in large cities and counties where there are a variety of distinct communities or regions.

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A community plan contains specific land use and development policies for a defined planning area and identifies measures to implement those policies. A community plan is programmatic in nature and intended to be applied in a general manner. Specific development projects must adhere to the policies of this Plan and are subject to required site-specific environmental review.

The purpose of a Community Plan is to:

- Determine land use and development patterns in accordance with goals for the community and mandates from the State of California.
- Designate general types and locations of land uses to achieve a community design.
- Provide policies for land use and development decisions.
- Provide implementation programs.
- Recommend improvements and standards for public services and facilities, including Capital Improvement Programs.
- Provide standards for the conservation, development, and use of natural resources.
- Provide for open space and recreation.
- Provide a land use policy framework for processing of development applications to ensure projects are consistent with the land use designations, objectives, and policies of the Community Plan, Comprehensive Plan, and Coastal Land Use Plan.

The Eastern Goleta Valley Community Plan (EGVCP or Plan) provides land use policy for County decision makers, the community, and landowners in the unincorporated Eastern Goleta Valley. The Plan adopts land use designations, development standards, policies, and actions to organize development within Eastern Goleta Valley around the adopted vision for the community. It amends the County's Land Use and Zoning maps, the Local Coastal Program, the Comprehensive Plan, zoning districts and overlays, and design guidelines. The Plan also determines Eastern Goleta Valley's community design and capital improvement programming. Lastly, the Plan identifies the groups and/or agencies responsible for implementing portions of the Plan, as well as potential funding sources for various improvement programs. The Plan is general to accommodate unforeseen conditions, changes, or requirements. Amendments may be made should new conditions, expertise, or mandates require adjustments to the land use map, policy framework, or implementation tools. The amendment process for the Community Plan is identical to the amendment process for the County of Santa Barbara Comprehensive Plan.

B. ORGANIZATION, INTERPRETATION, AND IMPLEMENTATION

The EGVCP is organized into three sections:

1. Community Development and Land Use (Section II)
2. Public Services and Facilities (Section III)
3. Environmental Resources and Constraints (Section IV)

The Plan is organized by section for ease of use and implementation, rather than in order of importance or community priorities. Collectively, the sections apply comprehensively to determine where and how land use and development decisions are made in Eastern Goleta Valley. Each section contains chapters addressing relevant land use issues. Each chapter provides a brief description of the primary land use issues addressed and a land use policy framework, including a series of land use goals, objectives, policies, development standards, and implementation actions or programs.

Regardless of internal divisions and chapters of the document, which are for organizational purposes only, the goals, objectives, policies and programs set forth in this Community Plan are cumulative and the Plan should be reviewed in its entirety to determine the policies and programs applicable to a particular planning or development matter. In addition, the narrative descriptions of relevant land use issues and development strategies for each chapter are intended to supplement and guide the interpretation of the objectives and policies applicable to any particular land use proposal and decision.

The EGVCP serves a number of purposes. Firstly, the Plan is an informational document that may be used by community members and project applicants for guidance in the design of development projects. The Plan may also be used by community members as a basis to comment on proposed projects. County planners use the Plan to analyze development projects, where findings must be made that the proposed project is consistent with the Comprehensive Plan, including the EGVCP. Lastly, County decision-makers, including the Board of Supervisors and the Planning Commission, consider the Plan in discretionary decisions and public administration.

County of Santa Barbara Community Plans are composed and ordered in a consistent format, addressing community development and land uses, public services and facilities, and environmental resources and constraints. Though topical divisions are necessary for organization, it is important to recognize how the sections of the Plan correlate to comprehensively plan the community (Figure 2).

Environmental Stewardship in Sustainable Community Planning

“When we talk about stewardship of the environment, we are talking about two things that are inextricably linked: the natural setting that is the Eastern Goleta Valley and the way we humans live in it.” GVC 20/20

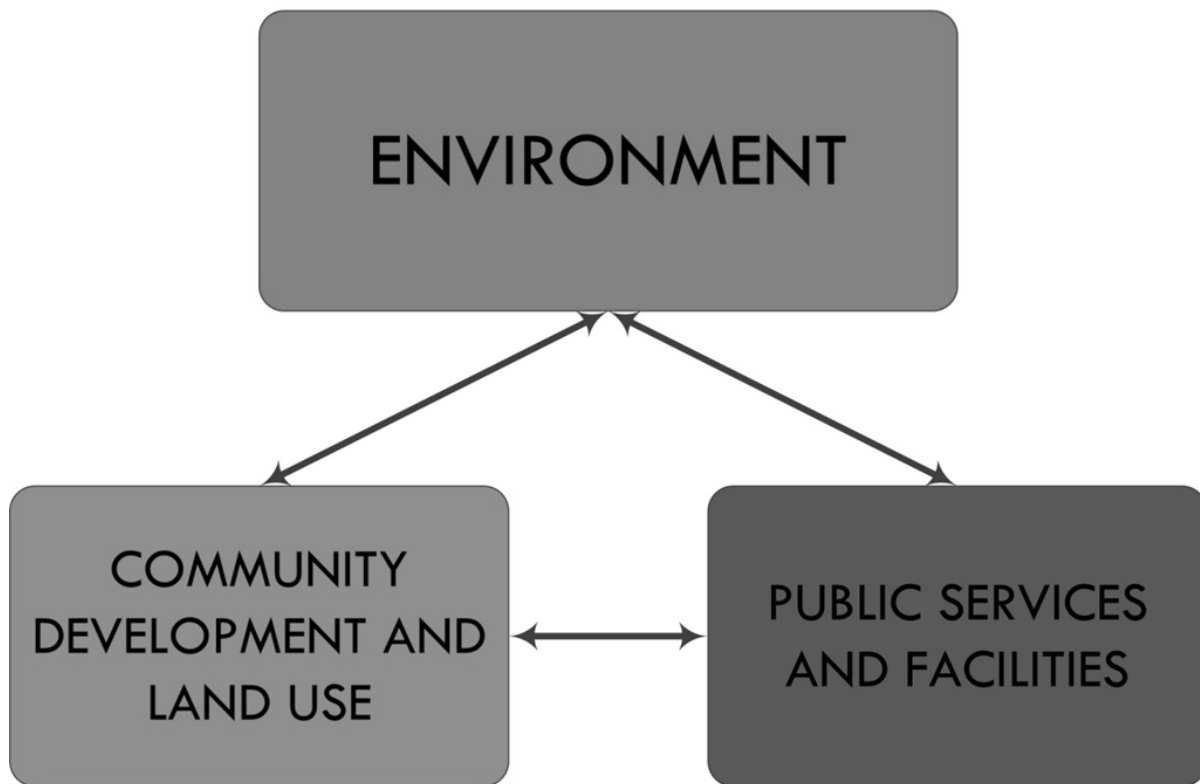


Figure 2

The existing setting is the “hand we have been dealt,” and includes such factors as the natural environment, the built environment, population and demographics, and economic trends. The existing environment determines how and where land uses are designated and services are provided to meet the needs of future generations. Based on these existing conditions, the land use map and community development policies are applicable to general land uses, including agriculture, commercial, residential, and mixed-use. Public facilities and services connect and serve the land uses and neighborhoods of the planning area based on the needs of the community and the environment, including parks, recreation, trails and open space, transportation and circulation, and public safety and infrastructure.

Taken together, a balanced community plan considers equally the environmental resources and constraints, the appropriate land uses based on the goals of the community, and the public services and facilities needs of current and future generations. While each of these aspects of land use planning has been addressed in this land use policy document, it is critical to continually treat land use proposals and decisions as part of two complex and interconnected environmental systems, both natural and man-made, cognizant that changes made in one system have the potential to impact the other.

Definition and Purpose of Land Use Regulation Categories

The following defines the purpose and intent of goals, objectives, policies, actions/programs, and development standards of the Plan. Discretionary development proposals and land use decisions are reviewed for consistency with the goals, objectives, policies, and development standards.

Goal - A goal is a general expression of community values and a direction-setter. It is an ideal future end related to public health, safety, or general welfare. A goal may be abstract or conceptual in nature and, consequently, is not quantifiable. A goal typically consists of many Objectives.

Objective - An objective is a statement of a desired achievement or outcome that is to be carried out through the policies and corresponding programs or actions of the Plan to reach a Goal. An objective provides the context and intent for the implementing policies, but alone, is not effectively implementable.

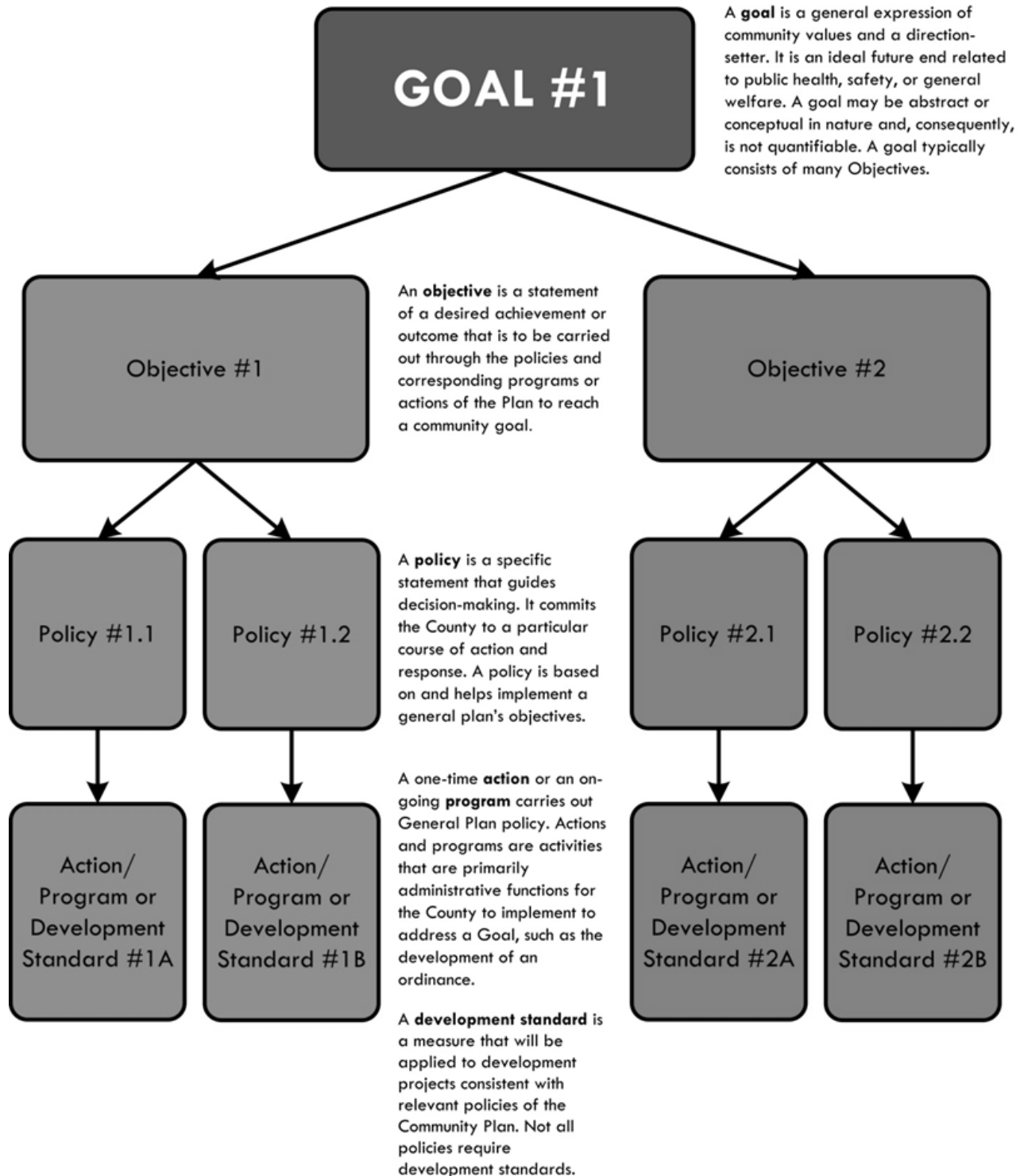
Policy - A policy is a specific statement that guides decision-making. It commits the County to a particular course of action, response, and decision. A policy is based on and helps implement a general plan's objectives.

Action/Programs - A one-time action or an on-going program that carries out General Plan policy. Actions and programs are activities that are primarily administrative functions for the County to implement to address a Goal, such as the development of an ordinance.

Development Standards - Development standards are measures that will be applied to development projects consistent with relevant policies of the Community Plan. Not all policies require development standards. Development standards typically specify how and where development is designed and constructed.

Goleta Valley Community Plan Policy Framework

Figure 3



Meaning of Key Terms Used in this Plan

Many of the Goals, Policies, Actions, and Development Standards in this Plan make repeated use of the term “development” and use qualifiers such as “except where it/this would preclude reasonable use of property.” In order to provide clear guidance and promote consistent application of the Plan, key terms shall be defined as follows:

Within the Inland Area, **“Development”** shall be as defined in the Land Use Element:

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

Within the Coastal Zone, **“Development”** shall be defined in Appendix A of the Coastal Land Use Plan:

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

“...except where it/this would preclude reasonable use of property” shall mean “except where it/this will take private property for public use without just compensation as required by applicable law.”

The Plan’s policies, actions, and development standards contain various directives that appear in the form of either “shall,” “should,” or “may.” The meaning of these terms is as follows:

- **“Shall”** indicates an unequivocal directive, a strong commitment to action.
- **“Should”** signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations, and indicates a need to balance the policy with other

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complementary or countervailing policies. “Should” may indicate a situation which requires cooperative action on the part of several governmental or private agencies where the County is not fully in control of the outcome.

- “May” indicates a permissive suggestion or guideline.

C. COMMUNITY PLANNING HISTORY

Land division and subdivision of the Goleta Valley began in 1769 when the Spanish arrived in the Goleta Valley via the Goleta Slough. The south coast was divided to the Santa Barbara Mission and the Presidio in 1776. Most of the Goleta Valley was controlled by the Franciscan padres, who used the land primarily for grazing cattle and sheep for the Santa Barbara Mission. Between the 1820s and 1840s, large ranchos were established, dividing the mission lands into Los Dos Pueblos, La Goleta, Las Positas, and La Calera ranchos.

During the latter part of the nineteenth century, the large ranchos were divided into smaller land holdings and American settlers began arriving in significant numbers. These settlers played a major role in the development of the Goleta Valley during this period, beginning with the construction of farmhouses, barns, and corrals on the Bishop, Cooper, Hollister, Stow, More, and Hope Ranches. The established stagecoach routes along the coast and over San Marcos Pass via Turnpike Road and the completion of the Southern Pacific Railroad connection in 1900 led to significant development in the Goleta Valley for new residents and visitors. The first automobile was introduced to the Valley in 1901. Increases in population led to the development of two towns, one at the intersection of Hollister and Patterson, and one along Hollister near Fairview Avenue.

By the 1930s, these two towns merged into one, creating what is now Old Town Goleta. The development of the lemon industry in the Goleta Valley occurred during the 1930s, and a lemon packing plant was constructed in 1936. Other major crops produced in the Goleta Valley included walnuts and avocados.

By the end of the 1920s, oil production began along the South Coast. The Ellwood oil fields were discovered in 1928, starting the oil boom of the area which peaked in 1937 and then declined. Natural gas was also discovered in the Ellwood fields and at other locations along the coast. Natural gas is still tapped in the Goleta Valley.

In 1928, Gordon Sackett and Royce Stetson landed a Hisso-powered airplane in a cow pasture near the corner of Hollister and Fairview Avenues and later located a flight school at the location. The Goleta Slough was largely filled to create a commercial airport. Commercial service began in 1932 with Pacific Seaboard Airlines, and United Airlines inaugurated service from Santa Barbara/Goleta in 1936.

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In the late 1930s, the United States Government established a defense program to construct 250 airports across the country on a cost-sharing basis with local governments. T.M. Storke secured Santa Barbara's enrollment in the program, and in 1941 groundbreaking ceremonies were held for the Santa Barbara Municipal Airport. The Spanish-style terminal building, commissioned by United Airlines in 1942 was designed by William Edwards and Joseph Plunkett, an architectural team whose work, including the Arlington Theatre and the National Armory, helped shape the archetypical Santa Barbara Mediterranean style.

During World War II, a Marine Corps Air Station was constructed on the mesa of Campus Point. The military decommissioned and transferred ownership of the complex to the University of California in the late 1940s. In the late 1950's, the construction of Cachuma Dam (now named Bradbury Dam after local water proponent Brad Bradbury) helped to relieve the region's long-standing problem of reliable water supply. This allowed increased development and several subdivisions, housing tracts, and commercial centers were subsequently built, transforming large-scale agricultural and ranch operations into the residential suburb of the City of Santa Barbara through the 1960s and 70s.

In 1987, the Board of Supervisors appointed a 14-member citizen group to advise County staff in the creation of the first Community Plan for Goleta to address growth, development and land use for the long term. County staff and this General Plan Advisory Committee (GPAC) held several dozen public meetings on all aspects of Goleta land use over five years. In addition to the GPAC meetings, staff and the GPAC held a series of public workshops early in the process to both familiarize the public with the planning project and to elicit suggestions about and responses to land use planning issues, such as transportation, housing, parks, open space, agriculture, and environmental resource protection.

Once staff had formed a draft Goleta Community Plan (GCP), the Planning Commission reviewed the draft GCP and initiated environmental review of the project. Following the completion of an Environmental Impact Report (91-EIR-13) for the GCP, the Planning Commission performed a more in-depth review. In the fall of 1992, the Planning Commission held 19 public hearings on the GCP requiring nearly two hundred hours. The Commission heard testimony from dozens of interested persons and ultimately made several changes to both the land use map and policies of the GCP. The revised GCP was recommended to the Board of Supervisors for review and adoption proceedings.

The Board of Supervisors held 13 public hearings on the GCP through the spring and summer of 1993. Testimony was heard from numerous persons on a wide variety of issues. The Board made additional changes to the GCP and took final action to adopt the GCP on July 20, 1993. The portions of the GCP applicable to the Coastal Zone areas were forwarded to the California Coastal Commission in the fall of 1993 for review and certification.

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In 2002, the City of Goleta incorporated, which removed 5,100 acres of the Goleta Community Plan Area from County jurisdiction. The City of Goleta provides a majority of the commercially and industrially designated properties and contains the Old Town Goleta. This major jurisdictional adjustment was a primary motivation for the Eastern Goleta Valley Community Plan.

D. THE GOLETA COMMUNITY PLAN UPDATE PROCESS

As an initial step towards updating the 1993 Goleta Community Plan, the Goleta Vision Committee (GVC), formed of area residents in 2006, was tasked with developing a vision for the future of Eastern Goleta Valley. The vision developed in *GVC 20/20: A Comprehensive Vision of the Eastern Goleta Valley* articulates the direction the community wanted to go by providing overall visions, goals, and action steps for Eastern Goleta Valley exclusively. Though the GVC 20/20 visioning document is not a land use planning and policy document, it consistently informed the update as a reference document.

The Goleta Community Plan update project was initiated in early 2008 with the formation of the seven-member Goleta Valley Planning Advisory Committee (GVPAC). The GVPAC held 16 public meetings to learn about and discuss community land use issues, culminating in the Community Planning Workshop on July 11, 2009 at the Vieja Valley School where the community met directly with the GVPAC members to articulate goals for the community as a whole.

Following the Community Planning Workshop, the GVPAC held 11 public meetings to refine goals for the Plan and advise on the preparation of the revised Community Plan. Specialized planning recommendations were developed and presented during an all-day public workshop on February 27, 2010 by County staff from the Long Range Planning Division of the Planning and Development Department and ultimately forwarded to decision-makers in summer 2011 for initiation following public review of the draft during 11 public meetings with the GVPAC. The Plan update process included the involvement of the community, obtaining local community input, collection and dissemination of information, and public participation in the discussion of issues over a total of 39 public meetings, five public plan review subcommittee meetings, two public workshops, and one public van tour, all occurring between 2008 and 2011. The GVPAC completed review and endorsed the draft Plan in July 2011.

The County Planning Commission reviewed and recommended the draft Plan with modifications to the Board of Supervisors in November 2011 over the course of seven public hearings. On February 21, 2012, the Board of Supervisors initiated environmental review for the Draft EGVCP. The Draft EIR was circulated for public review from August 19, 2014 through October 3, 2014.

E. Important Differences Between the Coastal and Inland Portions of this Plan

As a result of the Coastal Commission's review of the Eastern Goleta Valley Community Plan for certification as an amendment to the Santa Barbara County Local Coastal Program (LCP), a number of the Goals, Policies, Actions, Programs, and Development Standards originally adopted by the County for the entire Plan area were modified as they apply within the Coastal Zone. In these cases there are similar, but different, provisions that apply within the coastal as compared to the inland (non-Coastal Zone) portions of the Plan area. These are clearly marked throughout the document as either "COASTAL" or "INLAND" at the beginning of the text of relevant Goals, Policies, Actions, Programs, and Development Standards. Goals, Policies, Actions, Programs, and Development Standards that are not marked as either "COASTAL" or "INLAND" shall be interpreted to apply to the entire Plan area.

II. COMMUNITY DEVELOPMENT AND LAND USE

A. PLANNING AREA BOUNDARIES AND PERMITTED LAND USES

Vision of the Community

As authorized by the Board of Supervisors, the GVPAC recommended land use goals and strategies for the updated community plan. These goals and recommendations informed how and where the 1993 GCP was updated to create a comprehensive land use plan for Eastern Goleta Valley. The goals also aided the Planning Commission and the Board of Supervisors in their reviews of the Plan. The following provides a statement from the GVPAC on behalf of Eastern Goleta Valley, reflecting a collective long-term vision for the community.

The Community Vision Statement for Eastern Goleta Valley

“Nestled between the cities of Santa Barbara and Goleta, and between the mountains and the Pacific Ocean, lies Eastern Goleta Valley. It is an area of great beauty and it is the place we call home.

Those of us fortunate enough to live or work here know there is much to be proud of and much to love about this place. We also know that we face problems shared by communities up and down the California coast, as well as issues which are uniquely our own.

As we imagine the future of Eastern Goleta Valley, we have the opportunity to make choices about that future. These choices can express our commitment to the highest environmental, economic, and social ideals. Our goals need not be modest. But perhaps one of our most important objectives could be that we live modestly and that we live gently on the land.

This remarkable coastal area deserves our most conscientious stewardship. It is our hope that this plan creates good land use decisions, and that the planning process is transparent, efficient, fair and predictable to all stakeholders. With these two important ideas in mind, we present a vision for the future of Eastern Goleta Valley:

- We are a community that embraces conservation, stewardship and consciously living within our resources.*
- The spectacular physical beauty of our coast, valley and mountains has been preserved.*
- Our community has preserved and enhanced our public lands. Open space, protected habitats and parks are plentiful, tranquil and accessible to the neighborhoods they serve.*

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- *Our community is a place where change comes purposefully, and when we grow, we grow slowly, and in a manner that preserves the character of our neighborhoods and our quality of life.*
- *Our community continues to ensure that a variety of housing options are available throughout the planning area.*
- *Our commercial areas serve our community well and fit in comfortably with surrounding neighborhoods.*
- *Agriculture is a vital element in the mix of land use and sustainable economic activity.*
- *We are a community with a well-planned, safe, and efficient multimodal system of transportation that is aesthetically pleasing and enhances our community character.*
- *We continuously improve and maintain our public infrastructure and are recognized for our extensive system of sustainably landscaped streets and greenways.*
- *We are a safe community.”*

Community Plan Goals

The following goals for the EGVCP are derived from the vision articulated above and the public planning process. Each goal is achieved through its respective series of objectives, policies, actions, programs, and development standards. Taken together, this Plan and its policies are designed to achieve the following outcomes over the life of the Plan and beyond.

1. The community is balanced and sustainable to provide safe, high quality neighborhoods, a mix of housing types sufficient to meet local needs, a thriving local economy, and sustainable agricultural ventures, while preserving the natural environment, local watershed resources, and ecologic systems.
2. Community development and land use planning is comprehensive, purposeful, and paced to strengthen community identity, sustainability, and quality of life.
3. The community is safe with exemplary public services and sustainable infrastructure to meet the needs of existing and future residents of Eastern Goleta Valley.
4. Life and property is protected from geologic hazards.
5. The community is healthy, where adults and children have ample opportunity to play, exercise, travel, explore, and experience the natural environment.
6. Water is conserved, and wastewater treatment and solid waste management systems are designed and managed sustainably.
7. Transportation planning is coordinated with land use planning to allow for community development and land uses per the policies and land use designations of this plan while maintaining safe roadways and intersections.
8. The community is served by a well-designed, efficient, and safe transportation network serving the multimodal needs of all users and abilities.

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9. Average daily trips (ADTs) and vehicle miles traveled (VMTs) generated in the community are minimized to reduce greenhouse gas emissions generated by transportation.
10. The community's natural resources are protected, conserved, and restored, and environmental constraints are respected.
11. Local land use and development do not contribute adversely to regional air quality or global climate change.
12. Water runoff is clean and not harmful to watershed and marine habitats.
13. The ecological and biological resources of local watersheds are preserved, balanced, and thriving, ridgeline to shore.
14. Life and property is protected from the hazards of the built and natural environments.
15. The historic and archeological features of Eastern Goleta Valley are preserved.
16. Ambient noise is restricted to acceptable levels.
17. Hazardous materials are managed and contained to protect health and safety.
18. The spectacular beauty of Eastern Goleta Valley is preserved and enhanced.

The Eastern Goleta Valley Community Plan Area

Eastern Goleta Valley (EGV) is located in the South Coast of Santa Barbara County in the hills between the City of Santa Barbara and the City of Goleta. See Figure 4: Vicinity Map.

The unincorporated coastal plain and foothills reaching from Camino Cielo Road on the north to the Pacific Ocean on the south covers approximately 23,300 acres of between the Cities of Santa Barbara and Goleta. Of this area, about 15,300 acres lie within the designated Rural Area, and 7,900 acres lie within the designated Urban Area where the majority of the approximately 36,000 residents of Eastern Goleta Valley live. The Eastern Goleta Valley Community Plan area includes 7,200 acres northeast of State Route 154, capturing the headwaters of Eastern Goleta Valley's watershed sub-basins. See Figure 5: Planning Area Boundaries.

Eastern Goleta Valley is located between the City of Goleta and the City of Santa Barbara. For unincorporated communities like Eastern Goleta Valley, identity and a 'sense of place' are not inherent as is often the case for incorporated cities. However, Eastern Goleta Valley is a community seeking to enhance its identity and preserve its community character through future land use and development decisions. To do this, this plan identifies specific areas needing improvement, maintains established complete neighborhoods, and preserves existing rural areas and agricultural areas based on the goals and needs of the community as a whole. This Plan better defines Eastern Goleta Valley -- unique in its identity, but united with the County's South Coast.

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Consideration of this existing environment, both natural and built, helped determine where and how community development occurs in the future. For example, the Eastern Goleta Valley Community Plan area is delineated between the headwaters and the marine outlets of South Coast watersheds and sub-basins, including Atascadero, Cieneguitas, and Maria Ygnacio creeks. This watershed-based location was strongly considered in the definition of the planning area boundaries. The Plan strives for a sustainable relationship between the built and natural environments from the headwaters through the tributaries and creeks, to the wetlands and floodplains, and finally to the Santa Barbara Channel. Community development respects constraints and protects resources of the natural environment based on the ecological function of local watersheds, reflected in the land use map, as well as policies and standards for development.

Sub-Areas and Boundaries within Eastern Goleta Valley

Coastal Zone: Pursuant to the Coastal Act of 1976, local jurisdictions are required to prepare a Local Coastal Program (LCP) for land within the Coastal Zone. The California coastal zone is a distinct and valuable natural resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. A LCP includes a Coastal Land Use Plan (CLUP), zoning ordinance, and implementation programs. Generally, the Coastal Zone extends inland 1,000 yards from the mean high tide line. However, the boundary has been broadened in specific locations to include nearby habitat, recreational, and agricultural resources.

Urban/Rural Boundary: The County's Comprehensive Plan differentiates between rural and urban areas and designates allowable uses based upon these areas. Rural areas are limited to agriculture and related uses, mineral extraction and related uses and activities, recreation, clustered low density residential and related uses, and uses of a public or quasi-public nature. Minimum parcel size within rural areas is 40 acres, with the exception of parcels owned and used by a public agency or parcels within an identified Existing Developed Rural Neighborhood (EDRN). Urban areas provide urban and suburban land uses for community development, including residential and commercial activities and their related uses, buildings and structures, public services and recreation, as well as urban agricultural activities. The Urban/Rural Boundary is an important delineation to ensure urban development is limited to land designated for urban uses.

Eastern Goleta Valley Community Plan

Vicinity Map


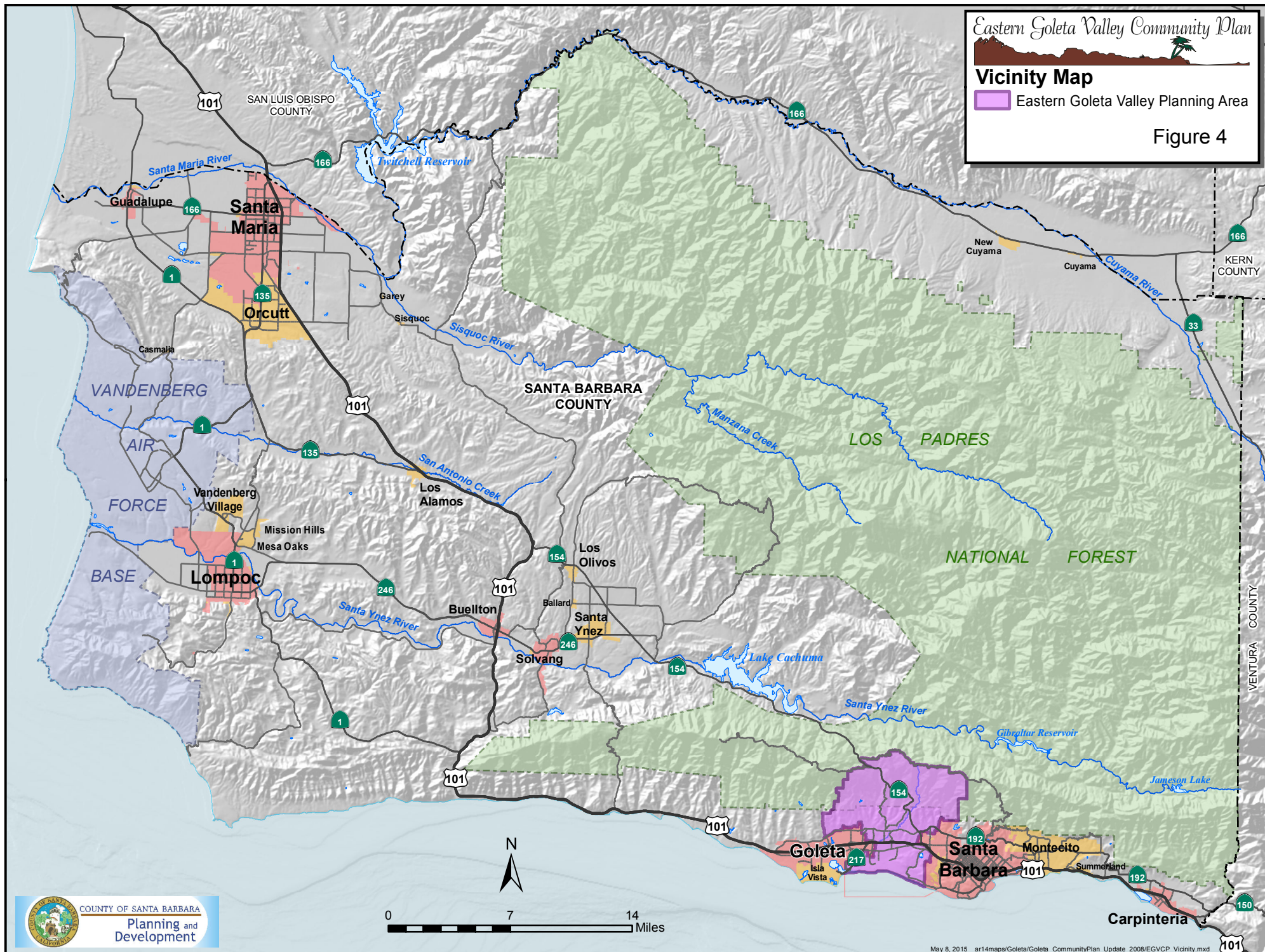
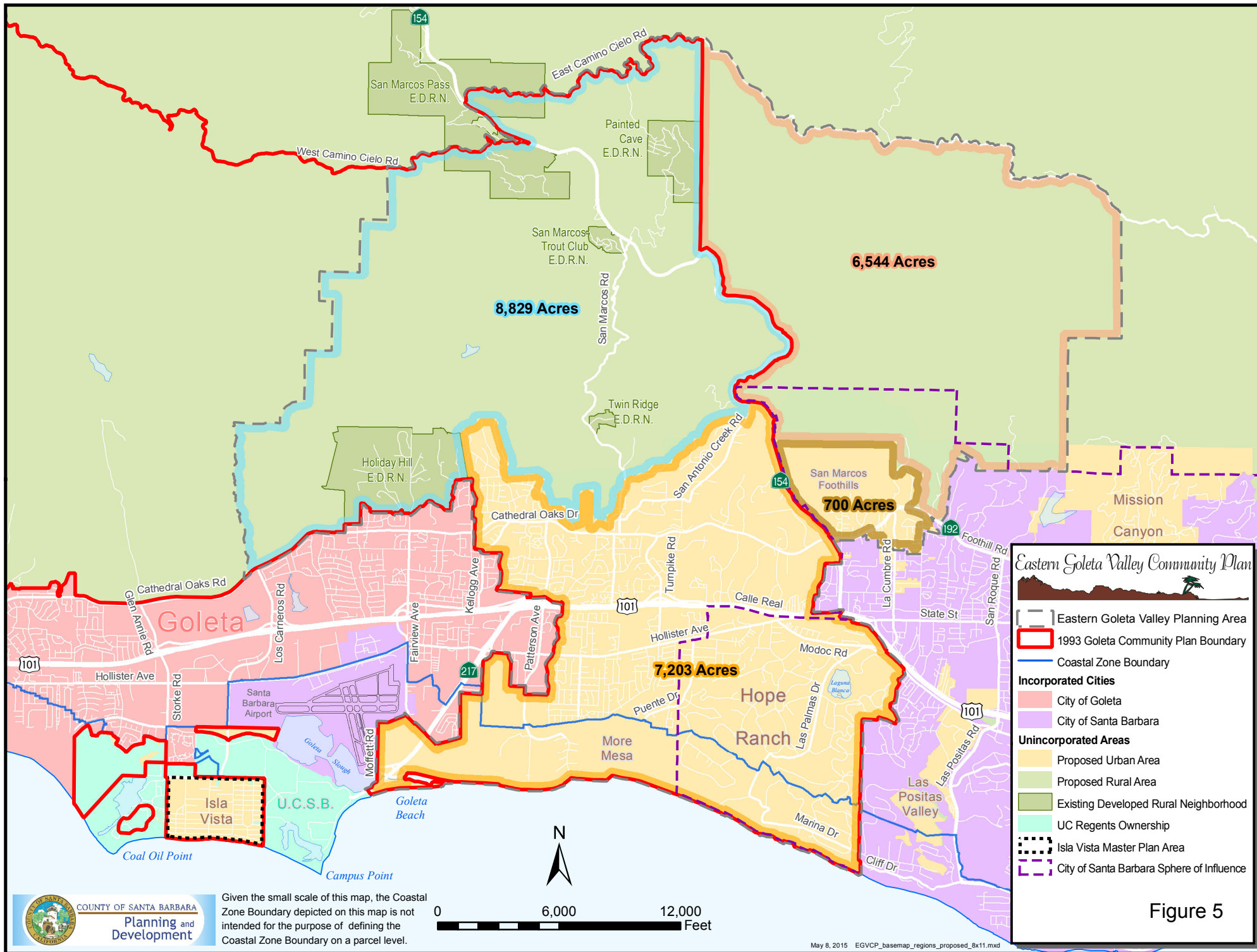
 Eastern Goleta Valley Planning Area

Figure 4





EASTERN GOLETA VALLEY COMMUNITY PLAN

Land Use and Development Policies and Implementation Strategies

The following goals, objectives, policies, standards, and programs are embodied in the Plan and shall apply to Eastern Goleta Valley regardless of specific land use designation or property ownership.

GOAL #1. THE COMMUNITY IS BALANCED AND SUSTAINABLE TO PROVIDE SAFE, HIGH QUALITY NEIGHBORHOODS, A MIX OF HOUSING TYPES SUFFICIENT TO MEET LOCAL NEEDS, A THRIVING LOCAL ECONOMY, AND SUSTAINABLE AGRICULTURAL VENTURES, WHILE PRESERVING THE NATURAL ENVIRONMENT, LOCAL WATERSHED RESOURCES, AND ECOLOGIC SYSTEMS.

GOAL #2. COMMUNITY DEVELOPMENT AND LAND USE PLANNING IS COMPREHENSIVE, PURPOSEFUL, AND PACED TO STRENGTHEN COMMUNITY IDENTITY, SUSTAINABILITY, AND QUALITY OF LIFE.

OBJECTIVE EGV-1: Establish the geographic boundary of Eastern Goleta Valley (EGV), inclusive of recognized subareas, and implement comprehensive planning for the planning area.

Policy EGV-1.1: **Planning Area and Sub-area Map:** The Eastern Goleta Valley Community Plan shall only apply within the delineated boundary in Figure 5 and considered relative to the following subareas:

- Urban Area
- Rural Area
- Coastal Zone

Policy EGV-1.2: The Urban/Rural Boundary through EGV shall separate principally urban land uses from those which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the EGV Urban Area, and the Urban/Rural Boundary shall not be extended until existing inventories of vacant land within the Urban Area are not adequate to accommodate needs. This Boundary shall not be modified except as part of a County-initiated amendment of the Community Plan.

Policy EGV-1.3: All Countywide and Coastal Plan policies apply to the non-coastal and coastal areas, respectively, of EGV in addition to policies and programs of this community plan.

Policy EGV-1.4: The Development Standards contained within this Plan shall be utilized to implement the policies of the Plan. Where appropriate, each of these standards shall be applied to the project under review

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unless the standard would be inapplicable or ineffective and/or other standards have been required which implement the policies.

Policy EGV-1.5:

(COASTAL) The County shall implement the policies and standards in the Local Coastal Program, including the EGVCP, in a manner that avoids a taking of private property for public use without just compensation as required by applicable law. If an applicant asserts that the application of the policies and standards of the Local Coastal Program or EGVCP would preclude a “reasonable use” of property and constitute a taking of property, the applicant shall submit an application for an Economically Viable Use Determination pursuant to Article II, Sections 35-192.4 through 192.6 in conjunction with the associated Coastal Development Permit application. Any deviation from a policy or standard of the Local Coastal Program, including the EGVCP, to provide a reasonable use of property may only be allowed if the applications are approved by the County decision-maker consistent with Article II.

OBJECTIVE EGV-2: Establish a watershed-based approach for land use and development planning and decision-making.

Policy EGV-2.1:

The County shall consider the relationship of land use and development decisions to the health and function of watersheds and sub-basins, consistent with the intent and policies of Section IV: Environmental Resources and Constraints.

Policy EGV-2.2:

The County shall work with South Coast agencies, including cities, districts, or other interested organizations, to address watershed-based planning issues to improve the quality of regional hydrologic conditions.

OBJECTIVE EGV-3: Enhance resource efficiency and minimize environmental impacts.

Policy EGV-3.1:

All land uses and development shall occur in a manner which minimizes construction and operation-related impacts to the community.

Policy EGV-3.2:

Clustering or relocation of development to less sensitive areas or parcels to conserve open land and environmental resources shall be strongly encouraged without resulting in urban development patterns in the Rural Area.

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Policy EGV-3.3: Where a site or parcel has more than one land use designation (e.g., commercial and residential), the design of the site shall be coordinated through the use of similar landscape and design elements (e.g., access, plant selection, buffer strips, habitat/open space protection, architectural styles, etc.)

Policy EGV-3.4: Stormwater runoff and surface water quality shall be managed primarily with low impact site design and landscape planning. Mechanical or structural treatments shall be implemented only when natural or passive treatments are deemed infeasible.

DevStd EGV-3A: ***Low-Impact Development Standards (LIDs):** Development shall be designed and constructed to minimize or eliminate pollutants in stormwater through natural processes and maintain pre-development hydrologic characteristics, such as flow patterns, surface retention, and recharge rates, consistent with California State and County LID standards. Standards may include, but are not limited to:*

- 1. Site planning to avoid, protect, and restore sensitive areas (e.g., wetlands and riparian corridors)*
- 2. Maximization of pervious surfaces and the use of existing natural features to allow for onsite infiltration of water*
- 3. Vegetative treatment (e.g., bioswales, vegetative buffers, constructed or artificial wetlands, etc.)*
- 4. Mechanical or structural treatment (e.g., storm drain filters and inserts)*

Policy EGV-3.5: Energy and resource efficiency shall be maximized in development.

Policy EGV-3.6: Green building design standards and technologies shall be encouraged and implemented in project planning (e.g., LEED project and neighborhood development certification through the U.S. Green Building Council, Built Green Santa Barbara, and Santa Barbara County's Smart Build Santa Barbara Program, etc.).

OBJECTIVE EGV-4: Strengthen the sense of community and uniqueness of EGV.

Policy EGV-4.1: Land use and development shall complement existing neighborhoods and enhance aesthetics and viewsheds, where site suitability and layout, project scale, neighborhood land use characteristics, and urban design are factors considered in planning and design.

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DevStd EGV-4A: *Development should be designed, configured, and sited to perpetuate and promote the sense of natural light and air, solar exposure, and privacy as characteristics of the community aesthetics.*

DevStd EGV-4B: *Development should be designed, configured, and sited to maximize compatibility with surrounding uses.*

Policy EGV-4.2: Development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well-designed walkways, sidewalks, and paths and trails between residential development and adjacent and nearby commercial uses and employment centers wherever safe and feasible.

OBJECTIVE EGV-5: Enhance the Hollister Avenue – State Street commercial corridor to connect residential uses with services, goods, transit, and social, cultural, and/or civic areas.

Action EGV-5A: Mixed-Use Zoning District (MU): Develop the Mixed-Use Zoning District. The purpose and intent of the MU zone is to allow commercial/retail uses and residential uses in the same area, property, or structure to improve the Hollister Avenue – State Street commercial corridor as an attractive, safe, and pedestrian-oriented mixed-use neighborhood destination for goods and services through long-term redevelopment and revitalization, paired with a multimodal transportation system and streetscape improvements, per Policy LUR-EGV-2.3.

OBJECTIVE EGV-6: Increase the production and availability of local food.

Policy EGV-6.1: The establishment and maintenance of community gardens as components of public and private park development, and as potential improvements integrated with County Calle Real Administration Campus planning shall be encouraged (see also Section III: Public Services and Facilities).

DevStd EGV-6A: *Community gardens should be considered ideally located in the Urban Area near transportation corridors, schools, and residential neighborhoods to increase accessibility and appeal.*

Policy EGV-6.2: Local cultivation of edible products should be encouraged consistent with County codes.

Policy EGV-6.3: A permanent location for a certified farmers' market to support regional agriculture should be established.

EASTERN GOLETA VALLEY COMMUNITY PLAN

OBJECTIVE GV-7: Consider EGV as a unique community in its identity, but united with the South Coast of Santa Barbara County in the interest of well-coordinated regional planning.

Policy EGV-7.1: The County shall continue to monitor, account for, and participate as an interested agency in the land use and development decisions of the adjacent jurisdictions, including the City of Goleta, the City of Santa Barbara, and UCSB.

Policy EGV-7.2: The County shall work with the Cities of Goleta and Santa Barbara to plan and develop interconnected regional transportation facilities to serve commuters and enhance access to multimodal transportation options.

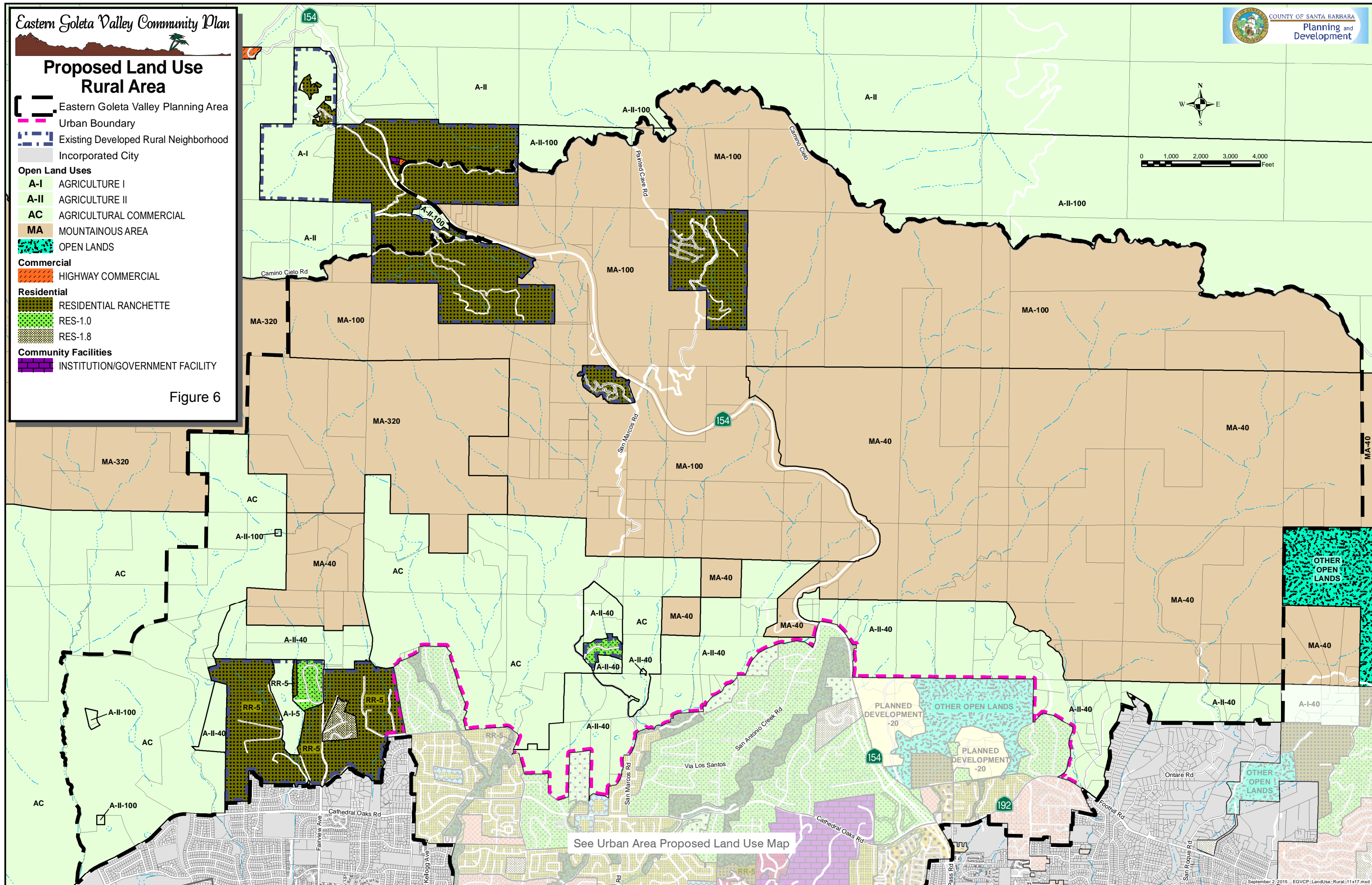
B. LAND USE AND ZONING MAPS

This section of the Plan maps the type, location, intensity, and interrelationship of the various land use designations within Eastern Goleta Valley (EGV). The Land Use and Zoning Maps are designed based upon the goals for sustainable community development, the community land use policies, and existing and anticipated resource and service constraints. The overall goal of the Land Use Map is to give the community a balance of land uses that provide sustainable housing, employment, services, agricultural business, open space, and recreation, and minimize the environmental impacts of the built environment. Commercial land uses allow for local employment and commercial services. Residential land uses allow for residential neighborhoods to meet housing needs. Government, utility, and institutional space has been identified to serve the needs of the community. Finally, open space and agricultural lands are provided to maintain and enhance the existing character of the community and to meet the goals of maintaining agriculture as an industry in Eastern Goleta Valley.

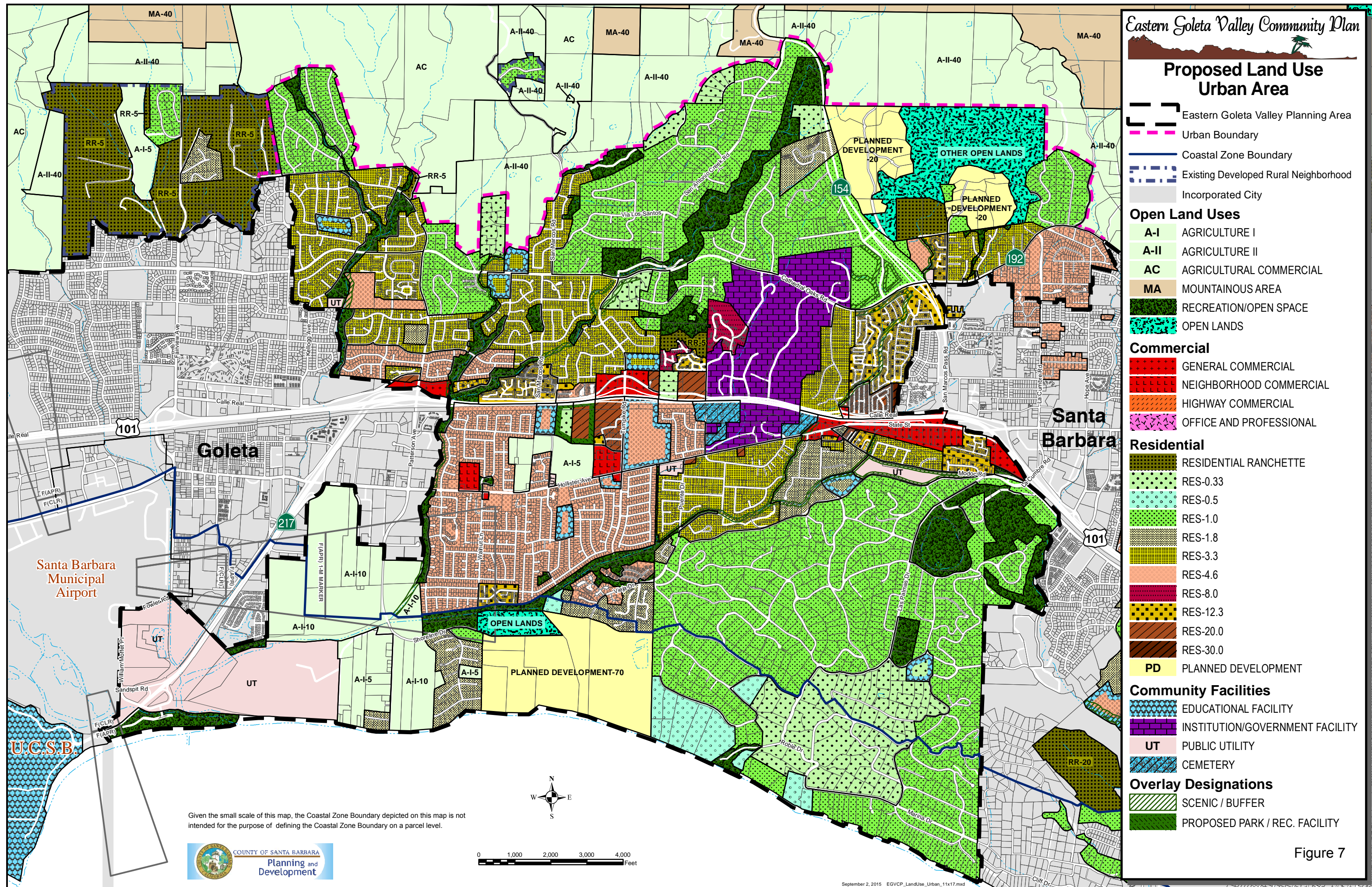
Proposed Land Use Rural Area

- Eastern Goleta Valley Planning Area
- Urban Boundary
- Existing Developed Rural Neighborhood
- Incorporated City
- Open Land Uses**
 - A-I** AGRICULTURE I
 - A-II** AGRICULTURE II
 - AC** AGRICULTURAL COMMERCIAL
 - MA** MOUNTAINOUS AREA
 - OPEN LANDS**
- Commercial**
 - HIGHWAY COMMERCIAL**
- Residential**
 - RESIDENTIAL RANCHETTE**
 - RES-1.0**
 - RES-1.8**
- Community Facilities**
 - INSTITUTION/GOVERNMENT FACILITY**

Figure 6



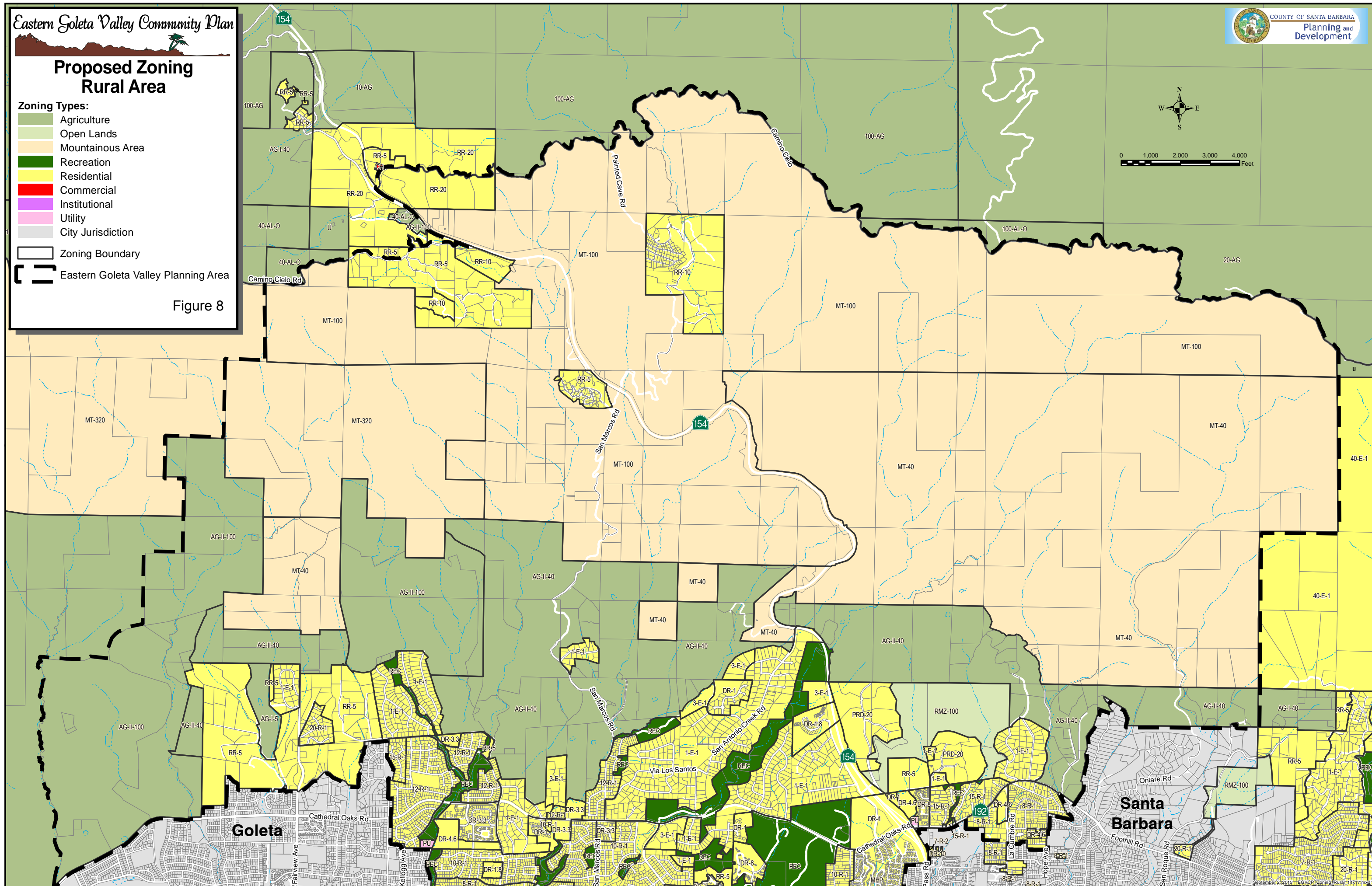
See Urban Area Proposed Land Use Map

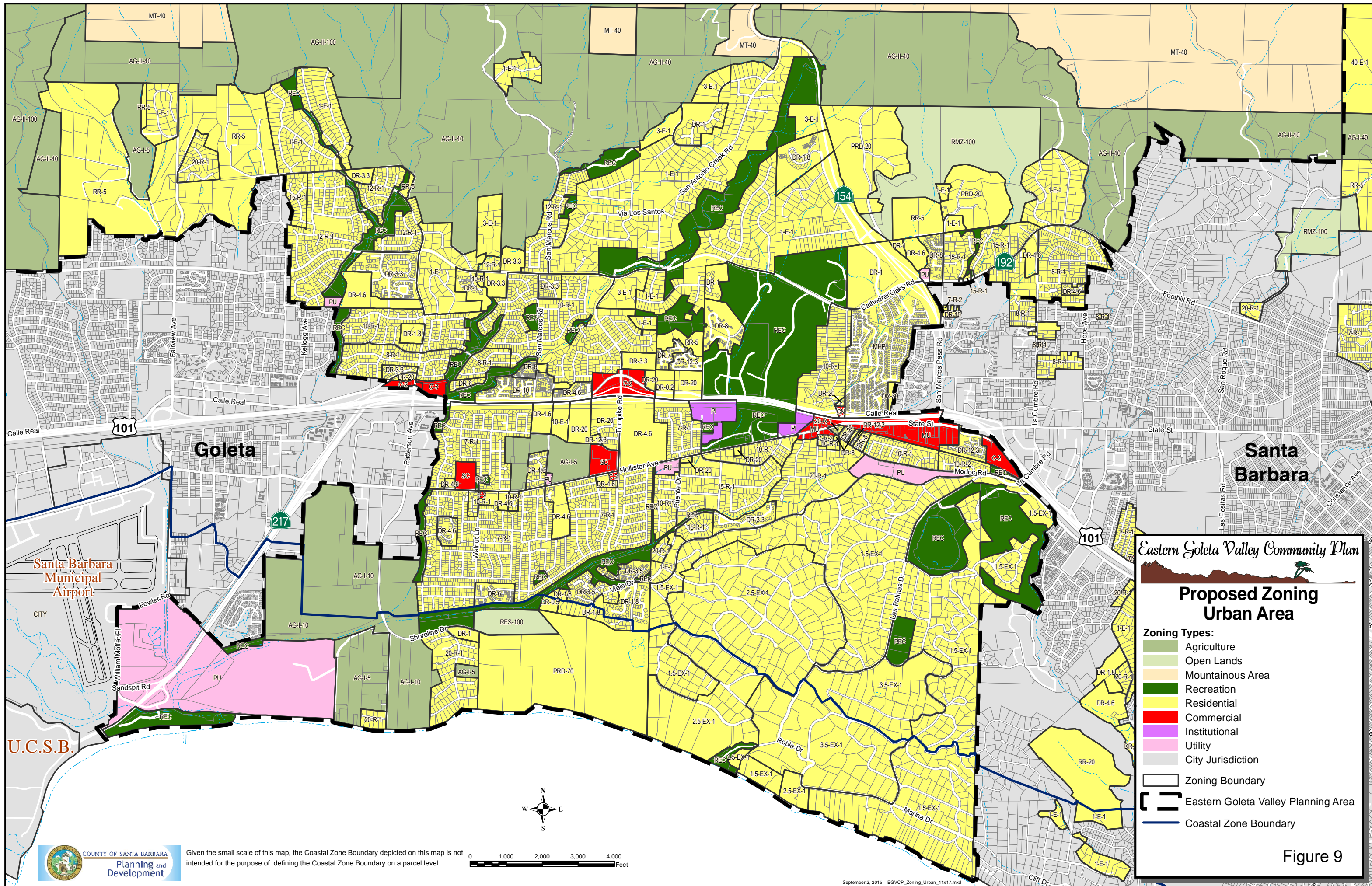


Proposed Zoning Rural Area

- Zoning Types:**
- Agriculture
 - Open Lands
 - Mountainous Area
 - Recreation
 - Residential
 - Commercial
 - Institutional
 - Utility
 - City Jurisdiction
- Zoning Boundary
— Eastern Goleta Valley Planning Area

Figure 8





EASTERN GOLETA VALLEY COMMUNITY PLAN

Table 1: Land Use – Residential Potential Buildout

Land Use	Existing Residential Units	Potential Additional Units
Single-Family Residential Units	8,282	1,352
Multifamily Residential Units	1,940	860
Total	10,222	2,212

SOURCE: Draft Final Environmental Impact Report for the EGVCP, May 2015. Total potential additional units reduced by 47 single-family units to be consistent with Alternative E, the environmentally superior alternative. Additional increase of 7 single family units and reduction of 14 multifamily units based on Planning Commission action of July 22, 2015 changing zoning on Anderson and Sulzbach properties results in an additional decrease of residential buildout by 7 multifamily units.

Figure 10

Table 2: Land Use – Commercial Square Footage Potential Buildout

Land Use	Existing Square Footage	Potential Additional Square Footage
Retail Commercial	658,033	1,149,959
Non-Retail Commercial	2,529,430	81,627
Total	3,187,463	1,231,587

SOURCE: Draft Final Environmental Impact Report for the EGVCP, May 2015.

Figure 11

Table 3: U.S. Census Population Totals

Census Tract #	1990	2000	2010
101 Census Tract 1.01	4,931	5,038	6,495
102 Census Tract 1.02	4,556	5,315	5,245
103 Census Tract 1.03	3,103	3,084	3,196
2907 Census Tract 29.07	3,931	3,924	4,104
2913 Census Tract 29.13	3,021	3,129	3,596
3004 Census Tract 30.04	4,392	4,722	4,874
3005 Census Tract 30.05	4,430	5,081	4,999
3007 Census Tract 30.07*	2,000	2,200	3,653
Total Eastern Goleta Valley Population	30,364	32,493	36,162
% change (+/-)		7.0%	11.3%
Annual % population change (+/-)		0.7%	1.1%

*Approximated from tract aggregation.

Figure 12

C. RESIDENTIAL LAND USES

Eastern Goleta Valley is largely suburban residential in character, providing a range of residential types, including single family, condominium, apartment and mobile home types in the Urban Area, with ranchette neighborhoods on the peripheral areas of Hope Ranch and the foothills. The socio-economic and urban design differences between these neighborhoods are clear and directly related to the variations in land use designations between them. Though distinctions exist between these neighborhoods, taken together, residential land uses comprise approximately one-third of the planning area. This residential character is valued by the community and is retained in this Plan.

The approach to residential land uses in Eastern Goleta Valley is two-fold. Firstly, the Plan maintains the land uses and suburban characteristics of established residential neighborhoods. The Plan then determines how and where additional residential neighborhoods should be built in the future based on the community plan goals for sustainable community development. The Plan prioritizes neighborhood development in strategic locations near commercial and employment destinations, schools, parks, and multimodal transportation facilities. These locations direct development patterns to infill development in the Urban Area while preserving the function, forms, and characteristics of existing suburban neighborhoods and rural lands. Based on the community's goals for sustainability, these patterns are preferred over continuing suburban sprawl into the rural, agricultural, and coastal lands of Eastern Goleta Valley.

The residential component of the Plan is designed to:

- Preserve and enhance the character of existing neighborhoods through preservation of important open spaces and key aesthetic resources while encouraging appropriate residential development that meets local needs.
- Ensure development of residential provides housing to meet local needs while enhancing the community's public identity, character, and amenities.
- Locate residential development only in areas with minimal environmental constraints, and minimize the impacts of residential development on public services and facilities and the natural environment.

Residential Components of Mixed-Use Neighborhoods

Mixed-use neighborhoods combine functionally compatible uses, such as retail commercial, live-work spaces, flex-spaces, offices, and residential units, into the same area, property, or structure. This type of development offers solutions for urbanized communities to meet the need for economic development and housing demand without converting agricultural properties or sprawling into rural areas. Mixed-use neighborhood planning is a valuable tool for localized

revitalization and to provide residential land uses near employment centers, consistent with the community's goals to preserve and enhance the existing built environment.

Functionally, mixed-use districts remove the need for a Conditional Use Permit for residential units in commercial areas, as well as the requirement for commercial to be the primary use proportionally. Mixed-use zoning makes it easier for commercial properties to also provide residential uses in areas where additional housing is complementary. Mixed-use projects are often designed in conjunction with multimodal transportation improvements and design guidelines to revitalize neighborhoods and corridors and increase the appeal of such areas.

While historically, conventional zoning practices separated these uses into discrete districts, mixed-use zoning allows for the combination of uses to make services, employment, and other destinations more accessible to residents. The benefits of mixed-use development are three-fold:

1. Residences in mixed-use neighborhoods are more affordable, meaning they are frequently rented or sold at affordable rates and reduce the cost of transportation, energy, and upkeep for residents.
2. Residents living near employment centers, commercial services, and recreation facilities revitalize the area economically, physically, and socially, providing "eyes on the street," that is, a neighborhood presence that enhances security.
3. Mixed-use neighborhoods utilize multimodal transportation facilities more efficiently and effectively, making walking, cycling, and transit use more attractive as viable alternatives to automobile transportation.

By putting compatible uses near one another, walking and biking become increasingly viable. Mixed-use neighborhoods provide opportunity for development within existing urbanized areas that is more affordable for residents and businesses, and more resource efficient for communities since little or no additional infrastructure is required to adequately serve the new uses. In general, mixed-use development is encouraged within existing commercial nodes.

Relationship to Housing Element

The County's Housing Element provides a policy and program framework for meeting housing needs Countywide as a mandatory component of the Comprehensive Plan. The Housing Element is amended periodically according to State law, typically every five (5) to eight (8) years. The Comprehensive Plan is subject to change based upon State directives and/or evolving local conditions or decisions to implement the Housing Element and provide adequate stock and type of housing to meet local needs.

EASTERN GOLETA VALLEY COMMUNITY PLAN

Land Use and Development Policies and Implementation Strategies

The following goals, objectives, policies, standards, and programs shall apply to all properties with residential land use designations within Eastern Goleta Valley.

OBJECTIVE LUR-EGV-1: Provide a variety of housing locations, types, prices, and tenures to ensure residential development meets local housing needs.

Policy LUR-EGV-1.1: Housing developed consistent with the Principles of Sustainable Community Development to meet local housing needs shall be encouraged (see Section II.A: Planning Area Boundaries and Permitted Uses).

Policy LUR-EGV-1.2: The County shall continue to ensure that a range of housing types is achieved in Eastern Goleta Valley that is sufficient to meet local housing needs.

Policy LUR-EGV-1.3: Residential second units, duplexes, and residential units in mixed-use commercial development shall be encouraged as affordable housing types (see also, Section II.D: Commercial Land Uses).

Policy LUR-EGV-1.4: Multifamily or mixed-use development plans shall be designed to include a range of unit sizes and designs to maximize the affordability, flexibility, and appeal of the residential properties to meet local housing needs (See also, II.D: Commercial Land Uses and IV. F: Visual Resources).

DevStd LUR-EGV-1A: *Residential components of mixed-use development shall be designed to complement the character of adjacent neighborhoods, to provide high quality amenities for residents, and to provide access to services, infrastructure, and multimodal transportation facilities.*

Policy LUR-EGV-1.5: In reviewing an affordable housing or bonus density residential project, the County shall consider the project's effects on the character of the existing neighborhoods but shall mitigate any significant impacts only in compliance with State law.

OBJECTIVE LUR-EGV-2: Locate residential neighborhoods near services, parks, and transportation facilities to facilitate short commutes.

Policy LUR-EGV-2.1: The County-owned lands within the Urban Area should be considered as potential locations for affordable housing, prioritizing units that are affordable and attractive to low-income households.

Policy LUR-EGV-2.2: **Residential Neighborhood Development:** Residential Neighborhood Developments are defined as residential subdivisions for ten (10) or more lots, and/or development plans for ten (10) or more units on residentially designated properties. Residential Neighborhood Development proposals shall be considered only when:

- the development is in the Urban Area or EDRN, and
- the resulting Residential Neighborhood Development comprehensively considers the features, resources, and constraints of the property onsite and adjacent to the development area to assess the cumulative effect of the development, and
- the scale, height, architectural style, design, and concentration of structures/density of structures proposed for the development are compatible with surrounding neighborhoods to the greatest extent feasible, and
- the development is designed to be energy- and resource-efficient, and
- the development is designed in accordance with the County's applicable design guidelines, and
- the development includes provisions for the community's social, economic and cultural well-being, and health and safety, such as public and private open spaces, habitat preservation or restoration, multimodal transportation improvements, visual resource enhancements, community parkland (active and/or passive), and/or community gardens.

Policy LUR-EGV-2.3: **Mixed-Use Neighborhood Development:** Mixed-Use Neighborhood Developments combine commercial/retail uses and residential uses into the same area, property, or structure to accommodate and foster pedestrian usage. Residential components of Mixed-Use Neighborhood Development should:

- Create a diverse and pedestrian-friendly neighborhood, with a mix of housing, shopping, workplace, and entertainment uses and nodes for transportation access, all within a short walk of each other.

- Include a range of dwelling unit types, sizes, amenities, and uses to support functional public spaces, including office and retail in mixed-use buildings, shopping streets and pedestrian friendly streetscapes, open spaces, courtyards, trails, benches or seating areas, play areas and public art. Dwelling units behind the commercial development may be designed as any of the following or combination thereof: apartments, townhouses, cottages, or attached or detached single-family residential units.
- Be designed to define entries to interior courtyards, building entrances, and public spaces to encourage family and community activities.
- Use architectural styles that are associated with traditional neighborhood design and multifamily designs that delineate separation of the units.
- Ensure residential units are interconnected with the streets and courtyards as part of a unified and defined sense of space.

Policy LUR-EGV-2.4: Residential and Mixed-Use Neighborhood Development should be considered ideally located:

1. Within walking distance (0.25 miles maximum) of commercial/service nodes and employment centers, schools, and/or parks and recreation facilities.
2. When connected to multimodal transportation corridors, Community Corridors, and public transit routes and stops (see Section III.F: Transportation and Circulation).

DevStd LUR-EGV-2A: *Residential and Mixed-Use Neighborhood Developments shall provide sufficient bicycle parking facilities that are secure and covered for use by residents and visitors.*

Policy LUR-EGV-2.5: **MTD and Tatum/School District:** The MTD properties (APNs 059-140-004, -005, -006), located at 4678 Calle Real/149 North San Antonio Road, and the Tatum/Santa Barbara School District property (APN 065-040-026), located at 4750 Hollister Avenue, shall receive land use designations appropriate for Residential Neighborhood Development. Consistent with this policy, the MTD properties shall be designated RES-0.33 (west portion, 6.8 acres)

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and RES-20.0 (east portion, 10.2 acres). The Tatum/Santa Barbara School District property shall be designated RES-0.33 (west portion, 9.2 acres) and RES-20.0 (east portion, 13.8 acres).

The locations of the boundaries of the designations identified above and associated zones may be modified as part of a General Plan Amendment and Rezone provided the total acreage associated with each designation does not change and the modification furthers the objectives of this policy. A Development Plan for these properties, respectively, shall:

- Plan, design, and propose one project for comprehensive consideration, rather than considering piece-meal proposals for the property(ies).
- Provide Residential Neighborhood development complementary to surrounding uses.
- Cluster development and constrain development envelope(s) appropriately to generate usable public open space, develop recreational resources, and preserve environmental resources.
- Provide multimodal transportation and circulation improvements to generate connectivity with commercial, recreational, and educational/institutional destinations.
- Provide pedestrian and bicycle improvements sufficient to connect residential uses to adjacent commercial, recreational, and educational/institutional destinations.
- Buffer residential uses from impacts associated with Hwy 101 and Southern Pacific Railroad travel corridors.
- Provide landscaping and/or streetscape to enhance community character and multimodal transportation facilities.

OBJECTIVE LUR-EGV-3: Enhance the physical structure, connectivity, and character of existing residential neighborhoods of the community while optimizing areas designated for agriculture, areas for conservation of the natural environment, and public open spaces.

Policy LUR-EGV-3.1: Residential and mixed-use development shall be compatible with existing neighborhoods, particularly as to architectural and urban design, character and function of local transportation facilities, and protection and enhancement of agricultural operations and natural resources.

Location-Specific Development Standards

In order to provide additional guidance for development located on especially constrained sites or for those sites which are important to achieving some goals of the Community Plan due to location, size or other factors, the Plan contains site specific development standards for two properties within the Eastern Goleta Valley Community Plan area. These properties were planned as part of the 1993 Goleta Community Plan. The planning approach for these two sites has been maintained unchanged in this updated plan.

More Mesa

More Mesa is approximately 300 acres divided into seven parcels (APN 065-320-001, 002, 004, 007 through 10). All parcels, except the 35.5 acre County-owned open space parcel (APN 065-320-004), remain privately owned as of 2015. More Mesa encompasses a gently sloping coastal terrace bisected by two deep canyon systems which drain the majority of the terrace northward into Atascadero Creek. Surrounding land formations and uses include Atascadero Creek and residential uses to the north; steep coastal bluffs, wide sandy beaches and the Pacific Ocean to the south; estate residential to the east; and mixed residential and agriculture to the west. The site contains numerous trails which receive extensive passive recreational use from hikers, cyclists, equestrians, and beach users.

As discussed in the 1982 Coastal Land Use Plan (CLUP) and in The Biological Evaluation of More Mesa (1982), the site contains a variety of habitats, which individually qualify as environmentally sensitive habitats (ESH) under CLUP guidelines and were so designated during certification of the County's Local CP. These include all major wetlands, oak woodlands and the roosting/nesting site(s) for the White-tailed kite. In addition to these habitats, the majority of the grasslands on-site serve as both active foraging grounds and buffer areas for four sensitive species of raptors. These include the kite, Northern harrier, Western burrowing owl and Short-eared owl, along with a wide variety of other wildlife. Based upon the conclusions of the 1982 study and the endorsement of the State Department of Fish and Game and the Coastal Commission (7/10/82), the site functions as an interrelated ecosystem with approximately 246 acres now designated with an ESH Overlay. Further, a wide variety of other wildlife utilize the site, which is part of an ecosystem of regional importance, especially given its proximity to, and interrelationship with, the Atascadero Creek ecosystem (91-EIR-13).

In order to maintain consistency with CLUP policies and to promote an environmentally sound design for the site, development standards are included which recognize that these constraints limit the development potential of the site to areas primarily located outside of designated ESH areas. Further, the intensity of such development must be consistent with the long-term protection of the site's biological and aesthetic character. Given these constraints, the following

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development standards require that the developable area of the site be limited to approximately 40 acres at the eastern end of the site (Figure 13), and that such development be limited to about 2 units per developable acre (70 units).

Conditions for Development of More Mesa

Policy LUDS-EGV-1.1: With the exception of the County owned parcel (APN 065-320-004) which shall be designated Open Lands and zoned Resource Management (RES), the More Mesa properties (APN 065-320-001, 002, 007 through 010) shall be designated PD-70 and zoned PRD-70 and shall comply with the following development standards for any proposed development on the site:

DevStd LUDS-EGV-1A: *No applications for development shall be accepted prior to approval of a Specific Plan for the entire site. A Specific Plan shall be prepared for the entire site (currently including APNs 065-320-001, 002, 007 through 010) which incorporates all of the conditions listed below and conforms to all other policies of the land use plan. ESH buffers for the site shall be established as part of the Specific Plan. The specific plan shall show the location of roads and structures and indicate the amount and location of open space for habitat preservation and public recreation. Any parcels within the More Mesa site purchased subsequent to the adoption of this Community Plan by the County or other public/private agencies for the purposes of resource/open space protection shall be excluded from the boundaries of the Specific Plan. All new development shall be confined to the eastern side of the site within the area designated as developable in Figure 13 of the Community Plan and outside of buffer areas, with the exception of minor public improvements such as trails, signs and restrooms. Higher density development shall be clustered toward the north end of the developable area, with lower density development toward the south.*

**More Mesa
Possible Development Concept
PRD 70 Zoning**





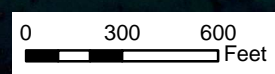
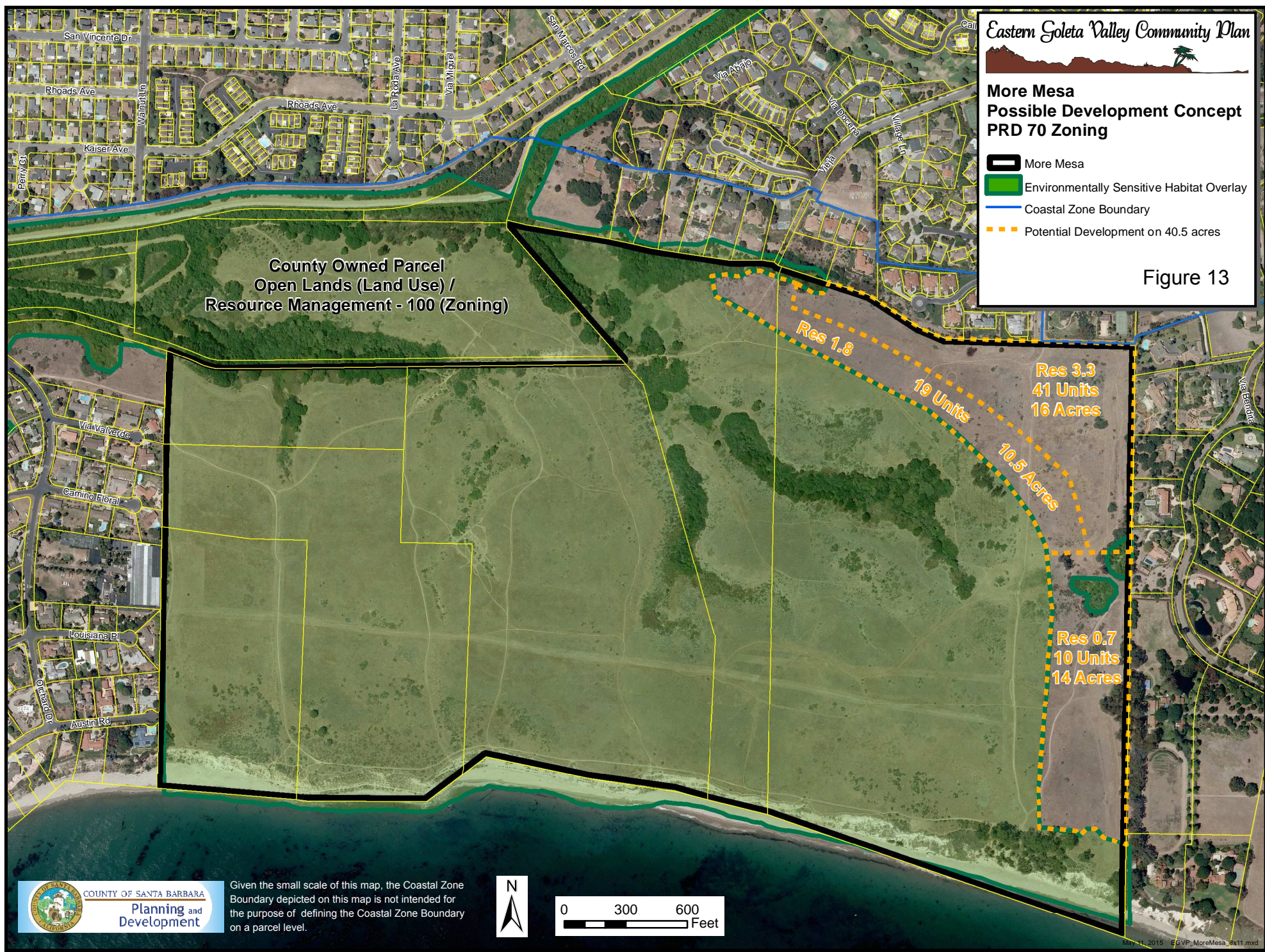
-  More Mesa
-  Environmentally Sensitive Habitat Overlay
-  Coastal Zone Boundary
-  Potential Development on 40.5 acres

Figure 13



DevStd LUDS-EGV-1B:

Prior to accepting any increase in the developable area depicted on Figure 13, or any increase in the number of allowable units over 70 to 100, the County Planning and Development Department (P&D), in consultation with the site's property owner, the State Department of Fish and Wildlife and California Coastal Commission, shall prepare a new study on the site's biological sensitivity to review the extent of the environmentally sensitive habitat designation for the site, the extent of developable area relative to biological resources, and the site's relative importance to the related open lands within the Atascadero Creek ecosystem. The study shall provide recommendations to protect ESH areas from the adverse effects of development, including identification of all areas that shall not be disturbed, buffer areas to protect all ESH areas from uses on the site and other appropriate methods to avoid disturbance to sensitive resources. This study shall include a recommendation on areas to be subject to development, potential numbers of units, and those areas to be preserved as permanent open space.

The property owner shall be responsible for funding the entire cost of undertaking this study, although County P&D should assist in obtaining any available grants to help offset costs. During preparation of this study, County P&D shall consult with the property owner, State Department of Fish and Wildlife and Coastal Commission at the following stages:

- 1. Prior to the request for proposals and during the selection of the consultants to be retained for the preparation of the study, focusing on study scope, methodology and costs.*
- 2. At the "kick-off" meeting for initiation of the study and at key points during the preparation of the study.*
- 3. During the review of the administrative draft, draft and final document stages of study preparation. Public review and/or hearings on the scope of the study and its eventual findings shall be conducted.*

The final document shall contain a summary of the issues raised during preparation, particularly an outline of any disagreements between experts. The results of this study shall be subject to review and approval by the County Planning Commission, Board of Supervisors and Coastal Commission.

DevStd LUDS-EGV-1C: *Concurrent with the preparation of the environmental document for the Specific Plan for residential development on the site, the applicant shall fund the preparation of a habitat protection and management plan to be prepared under the direction of P&D in consultation with appropriate agencies. This plan shall provide recommendations on methods for the long-term management and enhancement of the site's open space and environmentally sensitive areas emphasizing programs to reduce or eliminate the impacts of the project on the site's ESH areas and sensitive species as identified through the environmental and development review process. Preparation of this plan shall be coordinated with and account for any similar efforts on adjacent parcels owned by public agencies or private organizations.*

DevStd LUDS-EGV-1D: *A minimum of 20% of the site shall be dedicated to the County or another appropriate public agency and/or private organization to be set aside for public use. The majority of the dedicated area shall be located adjacent to and include the dry sandy beach, and shall include a minimum 100 foot undeveloped bluff top public open space area and should also include areas adjacent to public access from the nearest public road(s).*

DevStd LUDS-EGV-1E: *New development onsite shall be designed to accommodate maximum public access to the site and beach with appropriate public improvements, consistent with protection of ESH areas, maintenance of reasonable privacy for new residents of the site and retention of the open undeveloped character of the site. All access improvements shall be coordinated with those on any adjacent County owned land or trails system. Such access and improvement, to be provided by the developer(s) of the site, shall include the following:*

- 1. A minimum of one public access road sited and designed to minimize disruption of the site's natural features and aesthetic qualities. This road or another public road shall form the western perimeter of the developable area, in order to provide a clear delineation between future developed areas and open space.*
- 2. Parking for a total of 300 cars, inclusive of existing parking on public roads within 100 yards of trailheads leading to the site, parking available on the new access road(s) and within a gravel/unpaved lot(s) designed to hold 100 cars. Areas of parking along new public street(s) shall be sited to minimize*

disruption for new residents while providing adequate space to meet the 300 car total. New parking areas shall be dispersed into a minimum of two, but preferably three new lots located toward the northern end of the property.

- 3. An informal trail system aligned as closely as possible with the existing, primary historic trails shall provide access from both the site's east and west ends, and include stairway(s) to the beach, bluff top path(s), and accommodations for pedestrians, bikers and equestrians. The primary access trail from the east shall be realigned to the western boundary of the developable area in order to provide separation between public and private uses. All trails shall be sited and designed to maintain the natural character of the trails.*
- 4. Public restrooms, informal picnic/seating areas, bicycle racks and directional and interpretive signage as deemed appropriate by the County.*

DevStd LUDS-EGV-1F: *Prior to issuance of a CDP, the applicant(s) shall file a performance security with the County sufficient to cover the cost of all public improvements and mitigations described above, and the maintenance of such improvements for a period of at least 5 years. The total amount of this performance security shall be determined by the County Public Works Department in consultation with the Parks Division of the Community Services Department and P&D.*

DevStd LUDS-EGV-1G: *Development shall be clustered to minimize disruption of significant views from areas of high public use, and shall be located outside of all designated or potential Environmentally Sensitive Habitat areas.*

DevStd LUDS-EGV-1H: *All development on the site, including trails and roads, shall be sited and designed to avoid areas used for nesting and roosting by the White-tailed kites and other sensitive species as identified by the More Mesa Habitat Study.*

DevStd LUDS-EGV-II: *To the maximum extent feasible, vegetation consisting of drought tolerant native species shall be used to create buffers from ESH areas and to screen development from public use areas. New landscaping, especially in areas near or adjacent to ESH or wetlands, shall be designed to complement, enhance and restore native habitats onsite. A belt of native trees (e.g.: oaks, Sycamores,*

willows), with the exception of Monterey Cypress trees which may also be used, shall be planted along the north and east perimeters of the developable area and access road.

DevStd LUDS-EGV-1J: *Natural building materials and colors compatible with the surrounding terrain shall be used on exterior surfaces of all structures, including water tanks and fences. The applicant shall submit architectural drawings of the project for review and approval by the BAR, concurrently with the submittal of grading plans to P&D.*

DevStd LUDS-EGV-1K: *Emergency access for the Fire Department shall be provided between development on this site and Via Roblada.*






DevStd LUDS-EGV-1L: *All development shall be sited to preserve land use compatibility between the clustered medium density development at More Mesa and the existing lower density development at adjacent Hope Ranch Park. Therefore, a landscaped buffer of a minimum of 50 feet shall be required between Hope Ranch Park and this clustered development in order to ensure required land use compatibility.*

St. Vincent's

The Saint Vincent's site is approximately 33 acres and two parcels (APNs 059-130-014, 015) separated by Via Chaparral (Figure 14). The site is located in the lower foothills north of the eastern end of Cathedral Oaks road, along both sides of Via Chaparral, immediately north of its intersection with Cathedral Oaks. The site is bounded by existing large lot single-family homes to the north, Cathedral Oaks Road to the south, State Route 154 to the east, and County owned property including the headquarters of the Fire and School Districts to the west. The site consists of several hills or ridges which are bisected by a canyon system associated with a tributary of Atascadero Creek. Existing vegetation consists of open grasslands on the more level hilltops grading into dense stands of coastal sage scrub on the canyon walls, with scattered riparian vegetation along the creek channel in the canyon bottom. Both parcels are currently undeveloped and existing uses appear to be confined to occasional grazing by horses, with a small informal paddock located in the canyon bottom on the eastern parcel.

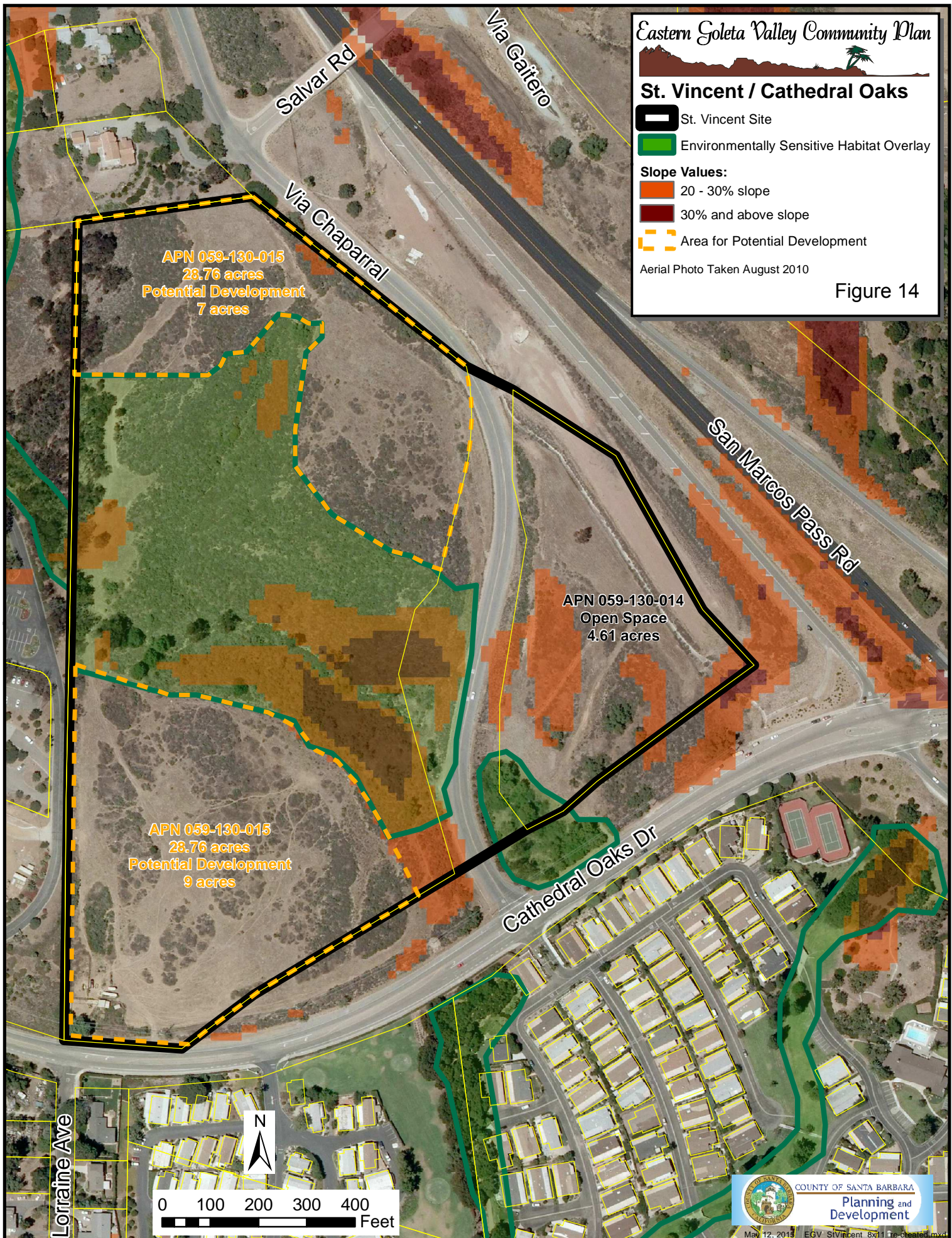
The following development standards permit development of this site at a gross density of one unit per acre, while requiring that all development of homes be concentrated on the larger parcel to the west. These standards recognize that the development potential of the eastern parcel is limited due to topography, parcel configuration and its high visibility from State Route 154, and that development of the western parcel should include protection of the canyon area and coastal sage scrub habitats.

St. Vincent / Cathedral Oaks

-  St. Vincent Site
-  Environmentally Sensitive Habitat Overlay
- Slope Values:**
 -  20 - 30% slope
 -  30% and above slope
 -  Area for Potential Development

Aerial Photo Taken August 2010

Figure 14



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Conditions for Development of St. Vincent's

- Policy LUDS-EGV-2.1:** The St. Vincent properties (APNs 059-130-014, 015) shall be designated RES-1.0 and zoned DR-1 and shall comply with the following Development Standards for any proposed development on the site:
- DevStd LUDS-EGV-2A:*** *For planning purposes, the parcels that make up the St. Vincent properties shall be considered and planned as one development site. Residential density shall be calculated on the basis of the entire site. However, all dwelling units shall be located only on the portion of the site west of Via Chaparral (APN 059-130-015).*
- DevStd LUDS-EGV-2B:*** *The portion of the site east of Via Chaparral (APN 059-130-014) should be used to satisfy a portion of the open space requirements for the entire site.*
- DevStd LUDS-EGV-2C:*** *Development of St. Vincent's shall consider opportunities to site, acquire, and implement public trails (see also, Section III.D: Parks, Recreations, Trails, and Open Space).*
- DevStd LUDS-EGV-2D:*** *Development of the western parcel per DevStd LUDS-EGV-2A should include protection of the canyon area and coastal sage scrub habitats. (see also, IV. Environmental Resources and Constraints)*

D. COMMERCIAL/MIXED LAND USES

Eastern Goleta Valley currently provides commercial uses located primarily within small to mid-sized centers based around a supermarket/drug store combination and supportive of a variety of ancillary stores and services. The primary existing retail destinations include the Turnpike Center located on the northwest corner of Hollister Avenue and Turnpike Road, and the Magnolia Center on Hollister Avenue just west of Walnut Lane. Other small neighborhood and highway-serving commercial nodes are distributed along Hollister and Calle Real.

Uniquely, the Hollister Avenue – State Street corridor, from San Antonio Road to the City of Santa Barbara limit, combines a diverse mix of uses ranging from storage facilities and auto mechanics, to restaurants, offices, and retail storefronts, to apartments and mobile homes, and recreation facilities. Though the corridor supports a mix of uses, it is also hindered by incongruous urban design and insufficient facilities for pedestrians, cyclists, public transit riders and vehicle parking.

Regionally, the cities of Goleta and Santa Barbara provide the majority of commercial services and employment opportunities. The Camino Real Marketplace, the Fairview/Calle Real Centers and Old Town in Goleta, and the Five Points Center and La Cumbre Mall in Santa Barbara are daily retail destinations. The appeal of these destinations means Eastern Goleta Valley residents often travel regional distances to find the retail and entertainment commercial services desired, as well as employment opportunities. This regional land use pattern not only reduces the economic vitality of commercial services in Eastern Goleta Valley, but also increases vehicle miles traveled (VMTs) and average daily trips (ADTs) generated by residents to reach regional destinations.

Given this existing arrangement of commercial land uses, of the following issues arise and are addressed by this Plan:

1. Many commercial properties are underutilized and/or under-serving of the commercial demands of the community.
2. Many existing commercial properties are reaching ages and stages where redevelopment or redesign is likely within this Plan's timeframe.
3. Commercial uses are not well-connected to one another or to residential neighborhoods by pedestrian, bicycle and public transit facilities.
4. Land use planning strategies for local economic stability and sustainability have become a priority for Eastern Goleta Valley.

The community desires human-scale, attractive, and pedestrian-friendly commercial destinations that meet the service and goods demands of local residents. For those commercial areas that do

not provide this level of commercial service, the objective is to transform the character and increase the appeal to better serve the needs of the local community. This community plan contains programs and policies for redevelopment and revitalization of the Hollister Avenue – State Street commercial corridor as an important mixed-use corridor for the community to meet goals for commercial and residential land use. This Plan also allows for the continued expansion of the community's commercial base on vacant or underutilized commercial parcels and the long-term transformation of the existing commercial areas to increasingly serve local demands. Strategies include zoning for mixed-use development within existing commercial nodes. These and other issues are addressed in the objectives, policies and programs outlined below.

Land Use and Development Policies and Implementation Strategies

The following goals, objectives, policies, standards, and programs shall apply to all properties with commercial land use designations within the Eastern Goleta Valley.

OBJECTIVE LUC-EGV-1: Provide local mixed-use commercial services, employment and business opportunities with compatible residential uses.

Policy LUC-EGV-1.1: Mixed-use development on land designated for commercial use shall be encouraged.

Policy LUC EGV-1.2: When adding residential units to a commercial property, it shall be demonstrated that materials present in the business would not create a hazard or nuisance to occupants of the residences.

DevStd LUC EGV-1A: *Mixed-use neighborhoods, properties, and/or structures shall be designed and constructed for maximum compatibility and complementary transitions between uses.*

Action LUC-EGV-1A: Develop and apply Mixed-Use/Multifamily Residential Design Guidelines to development to ensure mixed-use and multifamily residential neighborhoods, properties, and/or structures are attractive to occupants, complement the aesthetics and character of the built environment, and are designed to be energy and resource efficient.

OBJECTIVE GV-LUC-EGV-2: Promote and maintain a vibrant and diverse economy and support local businesses.

Policy LUC-EGV-2.1: Commercial designations shall provide flexible spaces to accommodate local businesses, live-work accommodations, small-scale fabrication and compatible industry, and local commercial destination clusters within walking and biking distance to residential neighborhoods.

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- Policy LUC-EGV-2.2:** The County shall provide for and encourage a range of uses in commercial areas to facilitate the development of businesses which are innovative and provide for a sustainable economy.
- Policy LUC-EGV-2.3:** Commercial and economic development shall operate at a scale complementary to the residential neighborhood characteristics of Eastern Goleta Valley.
- DevStd LUC-EGV-2A:** *Commercial development shall provide secure bicycle parking in a sufficient amount to serve both patrons and employees.*
- DevStd LUC-EGV-2B:** *Commercial development shall be designed to be human-scale, visually pleasing, and create pleasant outdoor conditions where feasible to encourage walking to and within the development.*
- Policy LUC-EGV-2.4:** Commercial and economic vitality along the Hollister Avenue – State Street commercial corridor shall be maintained and encouraged.
- Policy LUC-EGV-2.5:** Any proposal to redevelop the Turnpike Center should strive to create a mixed-use commercial node that serves the needs of the community for centrally-located goods/services and a community meeting place, prioritizing an open-air plaza design and layout, pedestrian and bicycle-friendly access, outdoor social spaces, ample tree canopy, and appropriate and well-designed circulation and parking supply.

***Action LUC-EGV-2A:** Develop and implement programs to ensure economic vitality along the Hollister Avenue – State Street commercial corridor as feasible, such as the establishment of a parking district, business improvement district, or redevelopment agency.*

***Action LUC-EGV-2B:** Apply General Commercial designations and zoning districts to all Highway Commercial properties to allow for community-oriented commercial development and services.*

- Policy LUC-EGV-2.6:** Commercial uses shall be encouraged within employment centers appropriately to provide basic food and shopping amenities to employees in close proximity to their workplace.
- Policy LUC-EGV-2.7:** Local amenities and services should be developed to conveniently serve any commercial and/or institutional facilities developed at corner of Foothill Road and State Route 154.

E. AGRICULTURAL AND RURAL LAND USES

Eastern Goleta Valley contains agricultural and rural land uses, including urban agriculture, rural agriculture, and mountainous areas. Agricultural land and agricultural businesses play an important role in the Valley's economy by contributing agricultural production to the area's jobs and economic baseline. Eastern Goleta Valley also contains rugged mountainous lands in the Rural Area. These rural areas are vital to the community's environmental condition and consist of the headwaters of the watershed basins which channel water resources from ridgeline to shore. Seasonal rainfall recharges the area's groundwater resources in the foothills and is used for agricultural irrigation as well. Additionally, the rural mountainous areas provide important wildlife habitat and scenic open space, which contribute to the Valley's visual resources. Historically, Goleta Valley has been a major component of the agricultural economy of the South Coast region. Prime soils in the valley floor, adaptable soils in the foothills, a year-round growing season, and generally adequate water supplies can support agricultural uses.

Currently, agricultural uses are either urban or rural depending on their location in the respective subareas of Eastern Goleta Valley. The County's Agricultural Element applies to both urban and rural agricultural operations. Per the Agricultural Element, lands that are eligible for agricultural designation include, but are not limited to, lands with prime soils, prime agricultural land, grazing land, land in existing agricultural use, land with agricultural potential, and lands under Williamson Act contracts. Mountainous areas are defined in the outer reaches of the Rural Area and are typically unsupportive of rural agriculture, since public services, terrain, soils, and limited access constrain development and agricultural uses.

Mountainous Areas

The mid to higher elevations of Eastern Goleta Valley are designated as mountainous areas and are characterized by rugged terrain, habitat areas, headwaters of local watershed sub-basins, and clusters of rural residential neighborhoods within the EDRNs. Much of the mountainous area lies within the boundaries of Los Padres National Forest, which is owned both publicly and privately. Per the Land Use Element, minimum parcel size in this area ranges from 40 to 320 acres, with 5- to 20-acre minimum parcel size residential zoning in the EDRNs. These designations allow for limited residential development and agricultural expansion consistent with the intent of this designation for the protection of hillside and watershed qualities and erosion control. Additionally, the Environmental Resources and Constraints section of this plan contains policies to minimize erosion and protect visual resources and critical habitats.

Rural Agriculture

The foothills of Eastern Goleta Valley support rural agriculture, typified by orchards, large-parcel crop productions, and grazing land. The land use designations reflect a mix of established farms along the Urban/Rural Boundary and across the northern foothills.

A goal of this Plan is to support the longevity of agricultural uses in the Rural Area by retaining large parcel sizes and agricultural land use designations, and by restricting urban or suburban-style development within the Urban/Rural Boundary. The agricultural land use designations generally provide for agriculture in the lower to mid foothills, with minimum parcel sizes in these areas ranging from 40 to 100 acres. The Plan also contains policies requiring buffers between agriculture and non-agricultural development. The ecological and biological resources and recreation sections of this Plan contain methods to protect habitats and consider recreational opportunities in the Rural Area without jeopardizing the viability or security of rural agricultural operations. Overall, this Plan supports rural agriculture while balancing the needs of agricultural operations alongside goals for preservation of habitat and public recreation.

Urban Agriculture

One of the unique features of Eastern Goleta Valley is the presence of agricultural lands and operations within the mix of urban land uses. The limited operations of Eastern Goleta Valley's urban agriculture areas offer reminders that the developed neighborhoods of Eastern Goleta Valley were historically productive agricultural land. Over time, farming operations have converted into urban land uses, which partitioned formerly large agricultural tracts into discontinuous blocks. Two blocks of urban farmland continue to operate in the Urban Area (Figure 15):

South Patterson Agricultural Area

- Over 400 acres of agriculturally-designated land reached via South Patterson Avenue. This area consists of flower and plant nursery operations, as well as limited row and orchard crops.

San Marcos Agricultural Area

- Approximately 50 acres of agriculturally-designated land adjacent to Hollister Avenue and Turnpike Road. The area is consists of greenhouses, plant nurseries, orchards and limited row crops.

In the Urban Area, agriculture-based businesses operate adjacent to homes, schools, shopping centers, and community transportation corridors. While the opportunity to farm close to housing, transportation, and services presents some benefits for agricultural businesses, many of the

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Eastern Goleta Valley growing operations are hindered by encroachment of incompatible urban uses. The following are often-cited barriers to the appeal and profitability of agricultural businesses in the Urban Area:

- Theft
- Trespassing
- Lighting
- Neighbor complaints of noise, dust, chemicals, and aesthetics
- High cost of irrigation
- Lack of support businesses
- Lack of interest from the next generation to take over the operations
- Prohibitive costs of land sales and leases for interested start-up agricultural businesses
- High value of urban land

Additionally, inaccessible and cost-prohibitive housing options on the South Coast hinder the ability of farm employees to live locally, which makes the task of finding labor exceedingly difficult for agricultural operators. Taken together, the barriers to conventional agricultural operations are notable within the Urban Area of Eastern Goleta Valley.

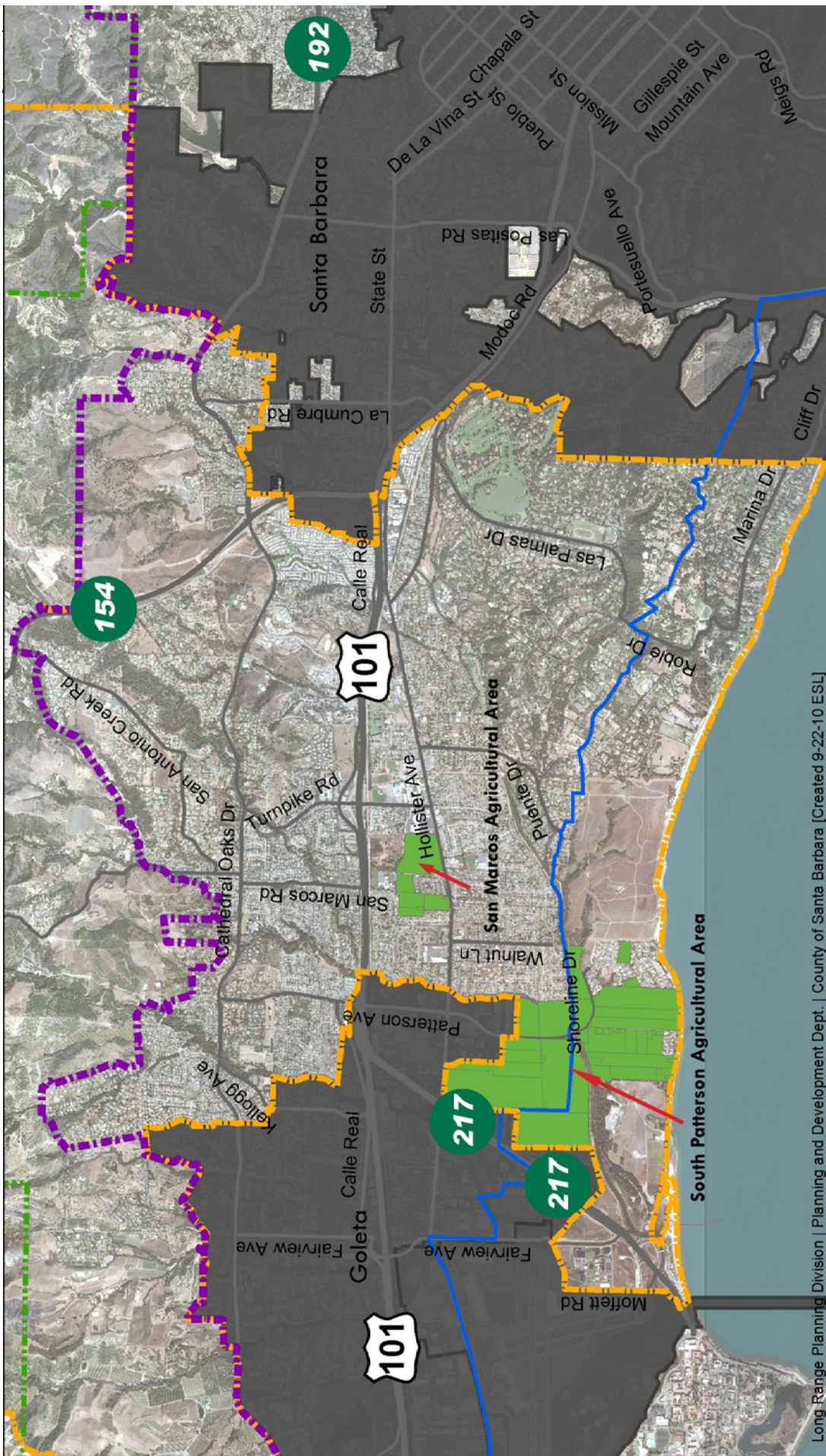
However, the two remaining blocks of urban agriculture also present opportunities for innovative and productive cultivation and agriculture-based business. Sustaining the urban agriculture as a land use, a local industry, and a character is a goal for the South Patterson Agricultural Area and the San Marcos Agricultural Area. Combined, these areas provide nearly 500 acres of land in the Urban Area for agricultural enterprises. The unique challenges urban agriculture faces in sustaining operations are addressed in this Plan, while also acknowledging the desire to preserve viable land for agricultural resource sustainability, consistent with the Agricultural Element. Overall, this Plan retains agricultural land use designations for urban agricultural operations, provides policies supporting the agricultural industry in Eastern Goleta Valley.

Land Use and Development Policies and Implementation Strategies

The following goals, objectives, policies, standards, and programs shall apply to all properties with agricultural land use designations within the Eastern Goleta Valley.

OBJECTIVE LUA-EGV-1: Sustain and enhance agricultural land, operations, and characteristics in Eastern Goleta Valley.

Policy LUA-EGV-1.1: Agricultural resources, agricultural land uses and operations, and distinctive urban and rural agricultural characteristics shall be preserved to the greatest extent feasible.



Eastern Goleta Valley: Urban Agriculture (UA-EGV)

- Proposed Urban/Rural Boundary
- Eastern Goleta Valley Boundary
- Los Padres National Forest Boundary
- Coastal Zone

Eastern Goleta Valley Urban Agricultural Areas



Figure 15

II. COMMUNITY DEVELOPMENT AND LAND USE

E. Agricultural and Rural Land Uses

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- DevStd LUA-EGV-1A:*** *In the Rural Area and where agricultural resources are present in the Urban Area, urban land uses shall not partition or interrupt contiguous blocks of agriculturally-designated lands to the greatest extent feasible.*
- Policy LUA-EGV-1.2:** Non-agricultural development adjacent to agriculturally-designated property shall include buffers to protect agricultural land, operations, and characteristics.
- DevStd LUA-EGV-1B:*** *Buffers separating non-agricultural development from agricultural land and/or operations shall be established, maintained, and enforced. Appropriate buffers, as determined by the Planning and Development Department, shall be required for non-agricultural land uses adjacent to active agricultural operations and/or agriculturally-designated property.*
- DevStd LUA-EGV-1C:*** *Greenbelt buffers composed of predominantly native and drought tolerant species, or other appropriate perimeter screening, such as compatible and attractive fences and walls and, if appropriate, orchard and food-producing plants should be established and included within the landscape plans for non-agricultural land uses adjacent to agriculturally-designated property or property in active production.*
- Policy LUA-EGV-1.3:** **(INLAND)** Atascadero and Maria Ygnacio Creeks shall be maintained appropriately to serve as buffers between agricultural areas, recreational uses and adjacent commercial, industrial and residential uses.
- Policy LUA-EGV-1.4:** **Rural Agricultural and Mountainous Land Uses:** Rural agriculture and mountainous land use designations shall be maintained in the Rural Area. Agricultural and mountainous land in the Rural Area shall be protected from encroachment by urban land uses.
- Policy LUA-EGV-1.5:** **Urban Agricultural Land Uses:** Agricultural land within the Urban Area shall be preserved for urban agricultural uses to the greatest extent feasible.
- Policy LUA-EGV-1.6:** **Urban Agricultural Land Use Conversion:** To the greatest extent feasible, any general plan amendment and/or rezone proposal in the Urban Area which results in a change of land use designation from agricultural to non-agricultural shall:

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1. Require a factual and substantive finding by the County that (a) the land is no longer appropriate for urban agricultural land uses following due consideration consistent with all policies of the Plan, or (b) there is an overriding public need for conversion to other uses. As part of the finding the County will:
 - a. Evaluate and document factually and substantively the quality and extent of agricultural resources onsite and adjacent to the property, including, but not limited to, prime agricultural land, land in existing agricultural use, lands with prime soils, grazing land, land with agricultural potential, and lands under Williamson Act contracts.
2. Require proposed land uses that:
 - a. Are consistent with all policies of this Plan.
 - b. Are compatible with each other and with neighboring land uses—whether agricultural or non-agricultural.
 - c. Avoid partitioning or interrupting contiguous blocks of agriculturally-designated lands.
 - d. Preserve and enhance environmental resources, including, but not limited to coastal bluff geology, habitat areas, visual resources, and watershed resources, and community characteristics, particularly with regard to agricultural heritage and natural environmental resources, and/or minimize environmental impacts.
 - e. Include provisions for the community's social, economic and cultural well-being, and health and safety, such as public parks, open spaces, trails, habitat protection or restoration, and/or community gardens.
 - f. Dedicate public open space for habitat preservation and/or public recreation and indicate the amount and extent.
 - g. Provide public coastal access, parking, recreational trails, bike paths, and/or pedestrian routes.
 - h. Confine and cluster non-agricultural development adjacent to existing developed areas and transportation facilities to maximize preservation of open space, with

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the exception of passive public recreation improvements such as trails, signs and park facilities.

OBJECTIVE LUA-EGV-2: Support farms and agricultural businesses as a vital element in a sustainable mix of economic activity.

Policy LUA-EGV-2.1: Agricultural support facilities and other essential production and processing-related activities and facilities shall be encouraged, as needed to serve agricultural operations.

Policy LUA-EGV-2.2: The housing needs of agricultural employees shall be considered in land use planning.

Policy LUA-EGV-2.3: Where appropriate and feasible, underutilized County-owned property should be considered for leasing opportunities to agricultural operations and/or cultivation at a reasonable rate, especially if a land lease is supportive of start-up, demonstration, and educational farming operations.

Policy LUA-EGV-2.4: **Allowable Urban Agriculture Uses:** In the interest of sustaining and enhancing urban agricultural operations in the Urban Area of Eastern Goleta Valley, the County shall allow for a range of sustainable agricultural and agriculture-related uses on agriculturally-designated land in the Urban Area only to retain agricultural and farmland in the Urban Area of Eastern Goleta Valley and support agriculture-related businesses without impairing the function or character of onsite and adjacent land uses.

III. PUBLIC SERVICES AND FACILITIES

A. GENERAL PUBLIC SERVICES AND FACILITIES

The Eastern Goleta Valley requires public resources and services to meet the needs of the community, including the provision of water and wastewater services, public safety services, recreational facilities and maintenance, and solid waste management. These public services are provided by different entities, each with different areas of responsibility and each operating basically independent from one another.

Public Service	Responsible Service Agency
Emergency Services and Response	County of Santa Barbara Office of Emergency Services
Fire Protection	County of Santa Barbara Fire Protection Department
Law Enforcement	Santa Barbara County Sheriff
Parks, Recreation, Trails, and Open Space	County of Santa Barbara Community Services Department, Parks Division
Transportation	County of Santa Barbara Public Works Department Caltrans (Highways)
Solid Waste Management	County of Santa Barbara Public Works Department
Wastewater	Goleta Sanitary District
Water	Goleta Water District La Cumbre Mutual Water Company

In addition, the City of Santa Barbara, the City of Goleta and UCSB are adjacent constituencies whose long range plans and goals must be considered in order to provide coordinated regional planning and public service provision, as well as an efficient and sustainable use of resources. Coordinated regional planning ensures services are provided adequately for all existing and planned land uses.

Though these separate agencies operate independently from the County, land use and development decisions have clear linkages to adequate service provision, since the amount, extent, or standard level of service is determined by how many people need the service in the long term. This Plan prioritizes communication between agencies and departments to coordinate long range land use planning with long-term service capacities to ensure land use and development patterns are sustainable within the limits of each provider's capacity for service.

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Additionally, this Plan recommends specific capital improvements, including multimodal transportation improvements, green infrastructure, and additional recreational facilities to serve existing and future populations. Improvements may include, but are not limited to:

- Solar-powered Low Impact Development (LID) buildings and parking lots
- Cogeneration energy facilities
- Electric vehicle charging stations
- Open space dedication and urban forestry
- Recycled and recyclable building materials
- Non-toxic building materials
- Bioswales and water/rain gardens

This Plan and policy framework recognize the interrelationship of land use and development to independent service districts and County departments to ensure that development in Eastern Goleta Valley is planned with sufficient facilities and services to provide for public health and safety.

Land Use and Development Policies and Implementation Strategies

GOAL #3. THE COMMUNITY IS SAFE WITH EXEMPLARY PUBLIC SERVICES AND SUSTAINABLE INFRASTRUCTURE TO MEET THE NEEDS OF EXISTING AND FUTURE RESIDENTS.

OBJECTIVE SF-EGV-1: Provide public services and facilities to adequately serve the community.

Policy SF-EGV-1.1: The County shall ensure that required public services and facilities to meet the needs of development are constructed and operational concurrently with, or in advance of, the construction and operation of development.

Program SF-EGV-1A: The County Capital Improvements Program shall be monitored, reviewed, and updated annually consistent with this Eastern Goleta Valley Community Plan. Upon adoption of this Community Plan, P&D shall coordinate with the responsible service agency or department to identify projects for inclusion in the County's Capital Improvement Program (CIP).

Program SF-EGV 1B: The County shall continue to evaluate projected service and infrastructure costs within Eastern Goleta Valley to determine how best to fund the implementation of public services and infrastructure improvements identified in this Plan.

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Policy SF-EGV-1.2: The County shall encourage developers to use innovative measures to mitigate the public service impacts from their developments in addition to standard in-lieu fees, including, but not limited, to payment of development impact fees; direct public service facility improvements; creation of public service facility benefit assessment districts etc.

OBJECTIVE SF-EGV-2: Ensure that land use, development, and operational decisions of adjacent entities and districts do not diminish or undermine the viability of the public services and facilities of Eastern Goleta Valley.

Policy SF-EGV-2.1: In the interest of coordinated regional planning, the County shall continue to monitor and consider the planning, development and operations activities of adjacent entities to ensure that impacts to County public services and facilities are mitigated to the greatest extent feasible.

Policy SF-EGV-2.2: The County should strive to ensure adjacent jurisdictions fully mitigate their public service and facility impacts, including the City of Goleta, City of Santa Barbara, and UCSB.

Policy SF-EGV-2.3: The County shall continue to review regional projects to evaluate public service and facility impacts to Eastern Goleta Valley.

OBJECTIVE SF-EGV-3: Increase the utility, efficiency and sustainability of County public services and facilities in Eastern Goleta Valley.

Policy SF-EGV-3.1: The County shall support the use of technologies, materials, designs, and/or innovations in the development of new or improved public facilities that increase the sustainability of Eastern Goleta Valley.

DevStd SF-EGV-3A: *Whenever feasible, new or improved County facilities in Eastern Goleta Valley shall incorporate low-impact development standards (LIDs) for site design, Leadership in Energy and Environmental Design (LEED) standards, certification for green building, and/or other programmatic design approaches to increase the facilities' resource efficiency and utility, and minimize their environmental impact (see also, Section II.A: Planning Area Boundaries and Permitted Uses).*

Policy SF-EGV-3.2: County Departments should work cooperatively to utilize public lands as efficiently and appropriately as possible by identifying opportunities to achieve their objectives with joint solutions,

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particularly related to safety, resources, recreation, and transportation.

***Action SF-EGV-3A:** The County shall develop a master facilities and services plan for the County Administration Campus on Calle Real to transform the property to better serve as a civic/community facility with public amenities and a cohesive and efficient public administration campus to coordinate a variety of public agencies and public activities.*

The master plan should:

- ❖ *Enhance the utility, circulation, resource efficiency, and sustainability of the public properties and facilities consistent with this Plan.*
- ❖ *Identify opportunities and constraints for parks, trails and trailheads, a community center, environmental restoration, public safety enhancements, urban agriculture/community gardens, start-up or educational farms, and green infrastructure.*
- ❖ *Identify opportunities for sustainable transportation solutions and commuter facilities, such as solar parking or 'park and ride' lots, electric vehicle and bicycle charging stations, etc.*
- ❖ *Identify amenities and services needed by employees and visitors.*
- ❖ *Incorporate public outreach and input.*

OBJECTIVE SF-EGV-4: Promote green infrastructure.

Policy SF-EGV-4.1: Green infrastructure shall be encouraged to increase the sustainability of Eastern Goleta Valley. Green infrastructure is defined as strategically planned and managed networks of protected spaces, which collectively conserve ecosystem values and functions and provide beneficial ecological services to human and wildlife populations. Green infrastructure may include passive trails or non-motorized bike paths, open spaces, urban forests, streetscape installations and plantings, or farmlands.

Policy SF-EGV-4.2: Opportunities to integrate green infrastructure in the design, construction, and operations of public facilities shall be considered.

B. PUBLIC SAFETY: FIRE PROTECTION, LAW ENFORCEMENT, AND EMERGENCY SERVICES

Eastern Goleta Valley requires the public safety services of County Fire, Sheriff, and Office of Emergency Services, as well as responses by other local, regional and state agencies. Fire

suppression, evacuation, law enforcement and first-aid often require a coordinated response by multiple agencies. While some of these public safety services are provided by agencies other than the County, land use planning is intrinsically tied to the provision of services, since staffing levels, size, type and location of facilities, and response standards are determined by population, the type/location of structures, and the circulation network.

The following policies have been developed to support exemplary fire protection, law enforcement, and emergency response services for the community.

Land Use and Development Policies and Implementation Strategies

GOAL #4. LIFE AND PROPERTY IS PROTECTED FROM THE POTENTIAL HAZARDS OF THE BUILT AND NATURAL ENVIRONMENTS.

Fire Protection Services and Facilities

OBJECTIVE FIRE-EGV-1: Minimize the potential hazard to human and animal life, property, and the ecosystem of Eastern Goleta Valley due to fire.

Policy FIRE-EGV-1.1: The County shall support and pursue collaborative fuel management and wildfire protection programs for the City of Santa Barbara, the City of Goleta, and Eastern Goleta Valley to encourage fire hazard reduction and protection of natural resources.

Policy FIRE-EGV-1.2: Fire hazards shall be minimized in order to reduce the cost of and need for increased fire protection services, while protecting environmental resources.

DevStd FIRE-EGV-1A: *In high-fire hazard areas, compliance with State and local defensible space and vegetation management requirements for structures and properties shall be demonstrated prior to development.*

DevStd FIRE-EGV-1B: *In high-fire hazard areas, the use of native, drought-tolerant, and fire-resistant plants shall be strongly encouraged in landscaping and restoration projects.*

DevStd FIRE-EGV-1C: *(INLAND) Within high fire hazard areas, vegetation management practices within Environmentally Sensitive Habitat (ESH)/Riparian Corridor (RC) overlay and setback areas should be limited to the following activities to balance environmental resources preservation against wildfire protection:*

- *Removal of non-native trees or immature native trees*
- *Removal of surface debris*
- *Removal of invasive non-native plants as defined and listed in the California Invasive Plant Council's "California Invasive Plant Inventory"*
- *Removal of vegetation in non-riparian oak woodland or forest within the minimum defensible space area from structures as required by the County Fire Department*
- *Selective limb removal of mature trees away from structures within minimum defensible space area as required by the County Fire Department*
- *Thinning, pruning or mowing of vegetation (except trees) to no less than that required to meet fuel modification criteria (in no case less than 4 inch stubble) and leaving the roots intact*

DevStd FIRE-EGV-1C: ***(COASTAL)*** *Within high fire hazard areas, vegetation management practices within Environmentally Sensitive Habitat (ESH) overlay and setback areas for new development shall be limited to the following activities to balance environmental resources preservation against wildfire protection and shall be consistent with the requirements of DevStd ECO-EGV-2B:*

- *Removal of non-native trees*
- *Removal of surface debris*
- *Removal of invasive non-native plants as defined and listed in the California Invasive Plant Council's "California Invasive Plant Inventory"*
- *Removal of vegetation in non-riparian oak woodland or forest within the minimum defensible space area from structures as required by the County Fire Department*
- *Selective limb removal of mature trees away from structures within minimum defensible space area as required by the County Fire Department*
- *Thinning, pruning or mowing of vegetation (except trees) to no less than that required to meet fuel modification criteria (in no case less than 4 inch stubble) and leaving the roots intact*

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Policy FIRE-EGV-1.3: The Planning and Development Department shall work with the County Fire Department and other interested agencies as needed to address community wildfire protection planning, including, but not limited to, defensible space requirements, landscaping standards and/or guidelines, and other standards for high fire hazard areas.

Action FIRE-EGV-1A: Develop educational materials and enhanced programs for properties within the ESH/RC overlay in high fire hazard areas through coordination between Planning and Development and the County Fire Department to ensure that fuel modification activities and practices achieve a balance between habitat values and fire hazard risk.

Action FIRE-EGV-1B: The County shall encourage and support the development of a Community Wildfire Protection Plan for at risk communities of the Eastern Goleta Valley in compliance with the Community Wildfire Protection Plan Development Process for Santa Barbara County, adopted on August 2, 2011.

OBJECTIVE FIRE-EGV-2: Provide fire protection services that meet or exceed the goals and standards established for adequate fire protection.

Policy FIRE-EGV-2.1: The County should maintain a five (5) minute response time within the Urban Area and a staffing level of firefighters ideally at a ratio of one (1) firefighter per 2,000 people, but at a maximum ratio of one (1) firefighter per 4,000 people.

Policy FIRE-EGV-2.2: All roads which provide access to structures and properties served by the County Fire Department shall be designed and constructed to Fire Department and County engineering standards or approved equivalent.

Policy FIRE-EGV-2.3: Secondary access shall be a consideration in the location and design of development. Two routes of ingress and egress shall be required for discretionary development unless the County Fire Department waives or modifies this requirement. Routes of ingress and egress required by the Fire Department shall be open and unobstructed.

Policy FIRE-EGV-2.4: Additional rural fire access routes which increase accessibility to rural areas in the event of wildfire should be considered. Additional fire access routes should connect the Urban Area to the rural area, maintain vegetation clearing/fire breaks, and provide public trail access to the maximum extent feasible.

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- Policy FIRE-EGV-2.5:** The Planning and Development Department shall work with the County Fire Department to design, locate, and develop land use strategies for acquiring and constructing emergency access roads in the rural and urban areas to improve accessibility and evacuation in the event of wildfire.
- Policy FIRE-EGV-2.6:** All non-agricultural development in the foothills area shall include provisions for water storage tanks, or connection to the Goleta Water District or other public water purveyor if development is located within the extent of a water district.
- Policy FIRE-EGV-2.7:** Where feasible, water storage facilities shall be part of a large system or public supply which is reliably maintained, rather than individual ad hoc systems.
- Policy FIRE-EGV-2.8:** When located within the boundaries of a water district, fire hydrants shall connect to the water district system.

***Action FIRE-EGV-2A:** Remove impassible roadblocks and dead-end roadways where possible in compliance with the Fire Department's Development Standard #1 for Access Roads in order to improve the accessibility and circulation for emergency responders and evacuation routes. All required public access roads shall be able to be used routinely for access into and out of an area.*

***Action FIRE-EGV-2B:** Reopen Fire Station 19 to improve fire protection service provision.*

***Action FIRE-EGV-2C:** Study and establish as feasible rural fire access roads to provide both improved fire response services and public trail corridors.*

Law Enforcement Services and Facilities

OBJECTIVE POL-EGV-1: Provide police protection services that meet or exceed the goals and standards established for adequate police protection.

Policy POL-EGV-1.1: The County should maintain a staffing level of law enforcement officers of at least one (1) officer per 1,200 people to meet or exceed the demand for service based on existing and future service populations as determined by the County Sheriff's Department.

Policy POL-EGV-1.2: The County shall consider the publicly-owned lands of the Calle Real Administration Campus and the Ben Page Youth Center properties as suitable locations for law enforcement facilities,

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including substations, to augment the services of law enforcement in the Urban Area.

Emergency Services and Facilities

OBJECTIVE ES-EGV-1: Ensure effective emergency response services and minimize the adverse community-wide impacts of emergencies.

Policy ES-EGV-1.1: The County shall continue to facilitate effective emergency response systems in the event of a community-wide emergency in Eastern Goleta Valley.

C. PARKS, RECREATION, TRAILS, & OPEN SPACE

In Eastern Goleta Valley, recreation takes many forms and is important for many reasons. Active and passive parks, trails, and sports facilities provide people with the opportunity to exercise, experience the natural environment, interact with one another, and safely explore the community. Passive parks and open spaces provide the added benefits of valuable visual resources, preservation of habitat and watershed ecology, and the sequestration of carbon dioxide to locally combat the causes of climate change.

Existing Recreational Resources in Eastern Goleta Valley

Active Parks: Active parks provide for physical activity and social interaction for both children and adults and are typically improved and maintained with playgrounds, playing fields, indoor courts and recreation facilities, walking trails, and the like. Active recreation resources are managed by the Parks Division of the County Community Services Department for use by outside leagues or organizations.

Passive Parks and Open Spaces: Public open space provides access to the natural environment for residents and visitors and is typically managed by the Parks Division of the County Community Services Department in a natural, unimproved state with unpaved trails and modest signage. Public open spaces are obtained through dedications and/or donations of private land for public use, or through purchase for public dedication and resource preservation. Common open space provides recreational areas and facilities for the use by the residents or guests of a development, and is dedicated as part of development agreements.

Equestrian Facilities: Though Goleta Valley has a rich equestrian history, there has been a marked decline in the availability of public horse boarding and riding facilities in Eastern Goleta Valley. However, a notable interest in maintaining and increasing opportunities for equestrians persists in the community.

Trails: Hiking and mountain biking are very popular activities in Santa Barbara County. Although there are existing trail segments, Eastern Goleta Valley lacks a network of trails with connections to one another and to other popular public trails along the South Coast, such as the Jesusita, Tunnel, or Arroyo Burro Trails. However, Eastern Goleta Valley does contain historic trails. Though not public, the Fremont and Slippery Rock trail corridors

once provided passage from the coast to the Santa Ynez Valley. The community would greatly benefit from a trail network offering access to the Los Padres National Forest, regional trails, and the coast while preserving historic trails.

The adopted Parks, Recreation and Trails maps (PRT-1 and PRT 3) in the Land Use Element delineate a number of proposed trails which would establish the envisioned comprehensive trail network for the unincorporated area. The Goleta Trails Implementation Study completed in 1995 provides strategies to implement the trail network. The EGVCP continues to support trail acquisition within general corridors, and also identify specific trails which are a high priority for a sustainable community plan.

Golf Courses: Golfing is a popular active sport in Santa Barbara County for residents and visitors, and requires a number of ideal landscape conditions, such as topography, property size, location relative to other land uses, and irrigation. Currently, Hidden Oaks is the only public golf course operating in Eastern Goleta Valley. However, regionally, Glen Annie, and Twin Lakes provide public access to golf. Other golf courses accessible by a short drive (e.g., the Santa Barbara area) are also available to Eastern Goleta Valley residents. Additional golf course development would be privately funded, as public funding for this use is unlikely.

Coastal Access: The California Constitution guarantees the public's right of access to all beach areas below the mean high tide line. However, in much of Eastern Goleta Valley, bluffs and limited vertical access constrain public access. Public coastal access points are located at Goleta Beach County Park. Privately-owned access points and staircases also exist along the coastline serving adjacent land uses.

Additional Recreational Resources and Programs: Recreational opportunities are not necessarily limited to the resources of the County Parks Division. The UCSB campuses provide open spaces, coastal access, trails, cycling routes, and public playing fields, and organizations such as Goleta Valley Little League and the Ben Page Youth Center/Sports Complex organize recreation and sports programs for Eastern Goleta Valley and surrounding areas.

Acquiring additional public recreational resources, as well as maintaining and enhancing existing resources, is an important component of a sustainable community plan to promote exercise and well-being, social interaction, and protection of the natural environment. In particular, opportunities to recreate are critical to enhance public health, where parks and trails benefit the physical and emotional health of both children and adults. The Plan contains policies and recommends specific public improvements to protect existing resources and promote formal and informal recreational opportunities for residents and visitors (Figure 16).

Land Use and Development Policies and Implementation Strategies

GOAL #5. THE COMMUNITY IS HEALTHY, WHERE ADULTS AND CHILDREN HAVE AMPLE OPPORTUNITY TO PLAY, EXERCISE, TRAVEL, EXPLORE, AND EXPERIENCE THE NATURAL ENVIRONMENT.

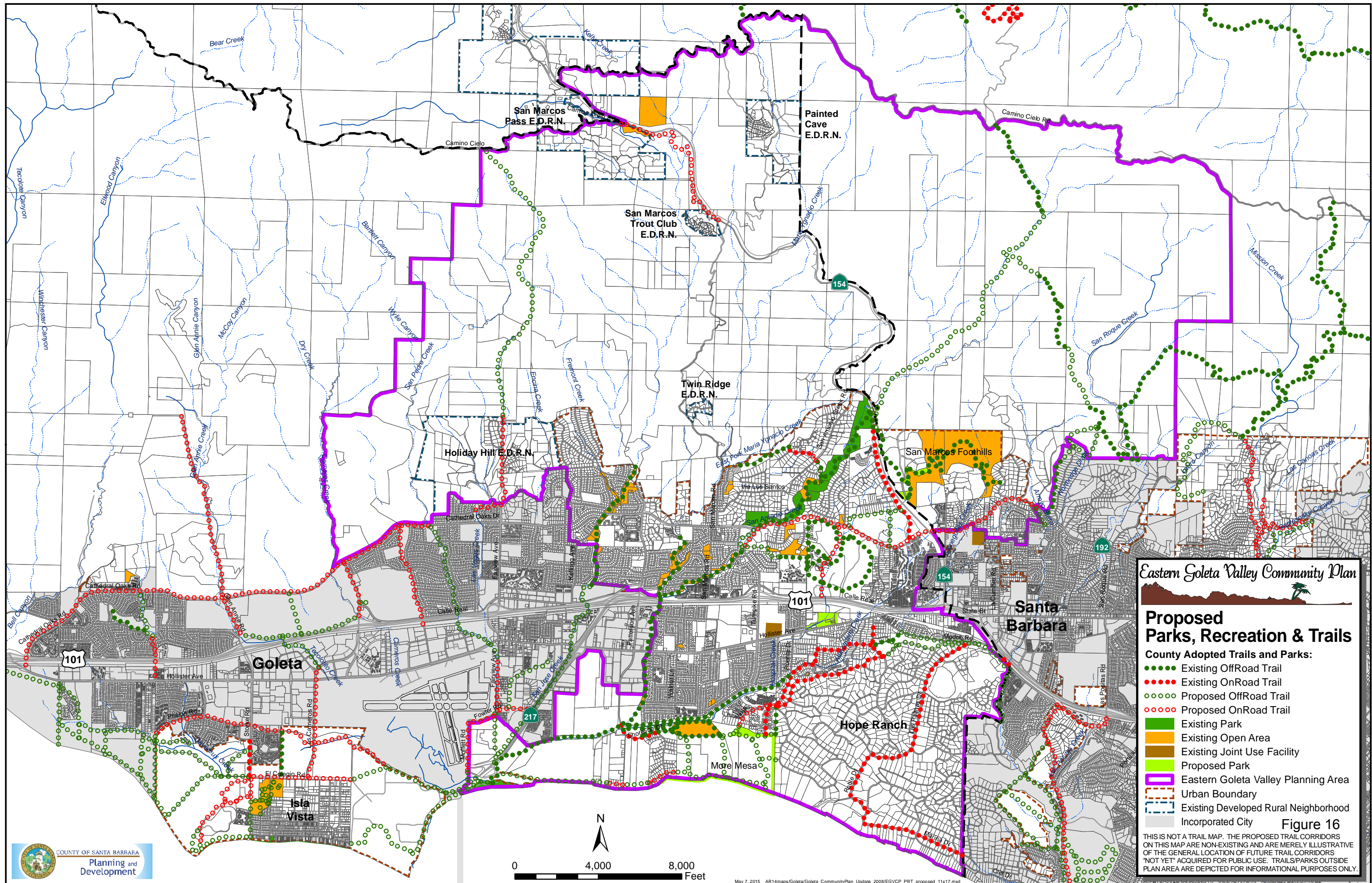
OBJECTIVE PRT-EGV-1: Locate parks, playgrounds, trailheads, open space preserves, sports fields, and recreational programming equitably so the resources are accessible to all residents.

Policy PRT-EGV-1.1: Diverse outdoor and indoor recreational opportunities shall be encouraged to enhance Goleta's recreational resources and to ensure that current and future recreational needs of residents are met.

Policy PRT-EGV-1.2: To enhance overall public health and well-being, recreation facilities shall be located, designed and constructed, as needed, to increase opportunities to play and exercise in Eastern Goleta Valley.

Policy PRT-EGV-1.3: New public recreational resources shall be prioritized for underserved locations to increase equitable access to a range of recreation opportunities.

Policy PRT-EGV-1.4: The County shall prioritize locating recreational resources in areas within walking or biking distance of residential and educational land uses.



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OBJECTIVE PRT-EGV-2: Ensure current and future recreational needs of residents are met.

Policy PRT-EGV-2.1: Planning and Development staff shall continue to coordinate with County Parks staff to identify and develop new recreational resources as needed to meet the needs of projected recreational demands, including, but not limited to:

- Playing fields, courts, and indoor recreation opportunities
- Playgrounds
- Open space preserves and multiuse trails
- Pocket parks
- Dog parks
- Equestrian facilities and trails

OBJECTIVE PRT-EGV-3: Preserve and enhance the quality of established recreational resources.

Policy PRT-EGV-3.1: County recreation resources shall be maintained and enhanced to best serve the users of the facility.

Policy PRT-EGV-3.2: **(INLAND)** Tucker’s Grove Park shall be maintained and enhanced.

Policy PRT-EGV-3.2: **(COASTAL)** Public access and recreational opportunities at Goleta Beach County Parks shall be maintained and enhanced.

***Program PRT-EGV-3A: (COASTAL)** Continue to develop and implement shoreline management plans at Goleta Beach County Park for public recreation areas subject to wave hazards, erosion, and impacts from sea level rise. Shoreline management plans should provide for the protection of existing development, public improvements, coastal resources, coastal access, foredune restoration and public opportunities for coastal recreation. Plans must evaluate the feasibility of hazard avoidance, maintaining and restoring natural sand supply, and beach nourishment and planned retreat, and encourage the use of non-structural shoreline protective methods.*

Policy PRT-EGV-3.3: There shall be no motorized off-road recreational vehicle use on County-owned lands within Eastern Goleta Valley.

Recreational Resource-Specific Policies

The following policies, actions and development standards are intended to apply to existing and proposed active parks, recreation programs, trails, and open spaces mapped on the PRT maps of the Land Use Element.

Active Parks and Recreation

OBJECTIVE PRT-EGV-4: Acquire and maintain active parks needed to adequately serve the local recreation needs.

Policy PRT-EGV-4.1: Acquisition and development of lands for pocket, neighborhood, and community parks should utilize vacant or underutilized lands near or adjacent to residential neighborhoods and educational facilities whenever possible.

Policy PRT-EGV-4.2: Properties with the potential for maximum public use shall be considered a high priority in park acquisition decisions. Public use is maximized when the park locations:

- Are highly accessible to many people (e.g., park along bike path or at trailhead or on heavily used transportation corridor).
- Could be connected into network of multimodal transportation options and/or trails.
- Provide a mix of recreational resources to serve a wide range of visitor demands (e.g., playgrounds near playing fields, or near a dog park, etc.).

***Action PRT-EGV-4A:** Develop an active park on public property at the Ben Page Youth Center to complement and enhance the existing facilities. The park plan should address:*

❖ *Play structures and recreational improvements.*

❖ *Hydrology and flooding needs.*

❖ *Accessibility, circulation, and parking serving vehicles, bicycles, and pedestrians.*

***Action PRT-EGV-4B:** Acquire and improve active and passive small or ‘pocket’ parks to better serve neighborhoods south of US Hwy 101 in Eastern Goleta Valley. Pocket park acquisition may be paired with other public improvement projects, such as creeks, flood control, and transportation projects, particularly within the Atascadero Creek Greenway.*

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Trails

OBJECTIVE PRT-EGV-5: Acquire and maintain multiuse trails needed to adequately serve the recreation demands of existing and future populations.

Policy PRT-EGV-5.1: In compliance with applicable requirements, all opportunities for public recreational trails within the general corridors adopted by the Board of Supervisors as part of the Parks, Recreation and Trails (PRT) maps of the County Comprehensive Plan (and this Community Plan) shall be protected, preserved and provided for upon approval of any development, subdivision and/or permit requiring any discretionary review or approval, except as referenced in Agricultural Element Policy IA.

Policy PRT-EGV-5.2: The County shall foster and support efforts of private community trail organizations in the planning, design, construction, and maintenance of trails in Eastern Goleta Valley, and/or efforts to establish a Goleta Trails Foundation. County support may include, but not be limited to: coordinating volunteer efforts, acting as liaison between volunteer groups and County Parks Division, providing information and/or coordinating grant opportunities, facilitating required permits, and facilitating communication between various trail organizations.

Policy PRT-EGV-5.3: The County Parks Division and any group pursuing implementation of the trail system shall refer to the PRT policies of this EGVCP, Figure 16, the PRT maps, the EGVCP EIR, and the Goleta Trails Implementation Study, together with its trail siting and design guidelines, to generally guide trail siting, acquisition, and implementation.

Policy PRT-EGV-5.4: In the siting of trail corridors, primary consideration shall be given to publicly-owned lands.

Policy PRT-EGV-5.5: The County shall combine trail easements with flood control easements, transportation easements, wildlife corridors, and/or green infrastructure whenever possible.

Policy PRT-EGV-5.6: The County shall work cooperatively with South Coast agencies, including cities, districts, or other interested organizations, such as the Santa Barbara County Trails Council, to site, acquire, and implement regional trail connections, corridors, and facilities.

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Policy PRT-EGV-5.7: Trail acquisition and siting shall include, but not be limited to, the following general trail categories (Figure 16):

- San Marcos Preserve to Calle Real County Administration Campus connector trail
- Fremont/Slippery Rock trail
- Windy Gap fuel break/San Antonio Creek trail
- San Marcos Pass trail
- Calle Real County Administration Campus Trailheads and Urban Trails Network, including trails providing public coastal access
- Maria Ygnacio Creek equestrian trail(s)

Policy PRT-EGV-5.8: Additional trail corridors should be sited, acquired, and implemented as opportunities arise.

***Action PRT-EGV-5B:** The County shall review, address, and revise the Goleta Trails Implementation Study. In addition to any revisions necessary to update information contained in the current document, the revised implementation study shall investigate additional opportunities to add proposed trail corridors to the PRT map. The revised implementation study shall study and recommend to the Board of Supervisors incentives to encourage property owners to dedicate trail easements as determined to be feasible. The study shall consider opportunities to develop incentives appropriate for various project types, including General Plan Amendments, Rezones, Conditional Use Permits, and subdivisions. Incentives may include but are not limited to: tax reductions, benefit assessment districts, priority processing of applications, Development Impact Mitigation Fee discounts, and where appropriate, limited increases in development where consistent with resource protection and applicable general plan policies (e.g., additional parcels or residential units).*

Policy PRT-EGV-5.9: When applications for general plan amendments and/or zoning changes, or subdivisions are processed, County staff shall review the PRT maps and Goleta Trails Implementation Study to determine if a trail corridor can be established for the general area/watershed in which the project is located. If so, coordination with property owners shall be required to implement trails to the greatest extent feasible. The trail alignment shall be consistent with applicable Agricultural Element and resource protection policies.

Policy PRT-EGV-5.10: The County shall actively pursue acquisition of public trails through exactions as part of development agreements and permitting, through negotiation with property owners for purchase

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or other transaction, through exchange for surplus County property as available, through acceptance of gifts and other voluntary dedications of easements, and/or through the use of incentives as developed through the revised Goleta Trails Implementation Study.

***Action PRT-EGV-5C:** Acquire and/or develop each trail identified on the PRT maps. Pursue acquisition of additional recreational trails and open space through:*

- ❖ *Expansion of the County Capital Improvement Program for acquisition of additional public recreational and trail properties.*
- ❖ *Pursuit and protection of title to properties that are in the public domain through past use or development.*
- ❖ *Acquisition of desirable property and/or necessary property to expand trails networks, to provide key interconnections, and to meet the most pressing public demands, through negotiated acquisition or cooperation with outside agencies, such as land trusts or cooperatives, as approved by the County Board of Supervisors.*

Policy PRT-EGV-5.11: The County Parks Division shall be responsible for reviewing trail easement requirements, location, and design, and conducting appropriate environmental review and obtaining appropriate permits prior to trail construction on publicly-owned land.

OBJECTIVE PRT-EGV-6: Preserve and enhance established trails in Eastern Goleta Valley.

Policy PRT-EGV-6.1: **Trail Use:** All trails developed by and/or dedicated to the County shall be multiuse to the greatest extent feasible. Trails shall be limited to non-motorized vehicle users, including hikers, and, where appropriate, mountain bikers and equestrians.

Policy PRT-EGV-6.2: Trails shall be designed to keep users on the designated pathways and shall be designed to minimize impacts to any sensitive habitat areas. Trails shall be sited to avoid environmental resources and to minimize conflicts between users and conflicts with surrounding land uses.

Policy PRT-EGV-6.3: **Trail Design and Maintenance:** In developing and maintaining the trail system, provisions shall be made for the following:

- Appropriate trail signage at all major trail heads and signs or markers on public recreational trails
- Maintenance of the trail

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- Adequate trailhead parking
- New trailheads, with consideration given to the use of Old San Marcos Pass Road for trailheads
- Minimization of erosion and water pollution, particularly that associated with trails located near creeks

Policy PRT-EGV-6.4: The visual character and aesthetics of existing and proposed public trails shall be maintained.

Policy PRT-EGV-6.5: Trail corridors designated on the PRT maps shall be kept clear from encroachment by development and incompatible uses, to the extent reasonably feasible.

Passive Parks and Open Space

OBJECTIVE PRT-EGV-7: Acquire and maintain public open space needed to adequately serve the recreation demands of existing and future populations with the additional result of preserving habitat and ecological resources.

Policy PRT-EGV-7.1: The County shall pursue the acquisition of vacant properties for potential use as public parks or open spaces, where the purchase would serve as buffer zones for residential or commercial development, provide usable recreation space, or preserve wildlife habitats and migration corridors or sensitive biological resources.

Policy PRT-EGV-7.2: The County shall work to acquire and implement additional public coastal access.

Policy PRT-EGV-7.3: Acquisition or designation of property for public open space and passive recreation shall strive to incorporate the following features:

- Significant natural and ecological resources
- Environmentally sensitive habitat areas
- Visual resources
- Significant physical constraints
- Opportunities for public coastal access and parking

Policy PRT-EGV-7.4: To the greatest extent feasible, coastal access shall be maintained in a natural condition.

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DevStd PRT-EGV-7A: *(COASTAL) Opportunities for coastal public access shall be analyzed, considered, and maximized as feasible for any discretionary proposal within the coastal zone, including coastal development permit applications. Where the provision of public access is related and proportional to the impacts of the proposed development, the County shall require dedication of a public accessway or easement as a condition of permit approval for the development.*

Action PRT-EGV-7A: Review Offers to Dedicate Coastal Access for feasibility of accepting any or all such offers.

Action PRT-EGV-7B: Identify additional vertical access points and coastal parcels which could be acquired to preserve and maximize public access to coastal resources.

Policy PRT-EGV-7.5: The County shall work with South Coast agencies, including cities, districts, or other interested organizations, to site, acquire, and implement public open space.

Policy PRT-EGV-7.6: The County shall continue to manage and maintain the San Marcos Foothills Preserve (Preserve property, 200 acres, APNs 055-010-014, 055-010-027, and 059-020-060 and Park property, 10 acres, APNs 059-020-053, 059-020-055, and 059-020-057). The Preserve property shall be managed as public open space to protect and conserve environmental resources while allowing for limited public access, consistent with the San Marcos Foothills Preserve Long-Term Open Space Management Plan (Watershed Environmental, Inc., April 28, 2014). The Park property shall be managed in the same manner as the Preserve property until such a time that the Park parcels are developed as a passive park. The Park shall then be managed consistent with other passive park properties in the County Parks system.

Action PRT-EGV-7C: As funding becomes available, the County shall prepare a Park Master Plan and develop a passive park on the 10-acre Park property to include uses such as trails, informational kiosks, picnic areas, public restrooms, off-leash dog area, and other passive uses.

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D. WATER, WASTEWATER, AND SOLID WASTE MANAGEMENT

A significant consideration for sustainable land use and development is the rate of use and disposal of resources. Demand for potable water and consumable goods is a reliable indicator of the rate and amount of wastewater and solid waste local agencies will be required to manage in the future. In the interest of reducing demand for water, solid waste generation, and wastewater treatment services and facilities, this following policy framework requires development to be low-impact and conserving of resources.

Land Use and Development Policies and Implementation Strategies

GOAL #6. WATER IS CONSERVED, AND WASTEWATER TREATMENT AND SOLID WASTE MANAGEMENT SYSTEMS ARE DESIGNED AND MANAGED SUSTAINABLY.

Water Resources and Conservation

As with many Southern California communities, water supply and demand is an ongoing concern. The Goleta Water District manages and monitors long-term water supply from Lake Cachuma, groundwater, and the State Water project for Eastern Goleta Valley and provides limited supplies and access to recycled/reclaimed water. Water availability varies from these sources depending upon annual rainfall and state allocations. Projected water availability is a valuable tool to guide land use and planning decisions and is an essential part of ensuring Eastern Goleta Valley's demands for water are met.

Regardless of annual rainfall totals, long range community planning must consider the availability of long-term supplies from a variety of local, regional, and state water sources. Land use and development patterns can often enhance or diminish the viability of long-term water supplies. Therefore, consideration of existing and projected water resources available to Eastern Goleta Valley, including groundwater recharge areas, is an inherent part of this Plan.

Water conservation is often a crucial companion to water supply management to ensure a sustainable long-term water supply. Requirements for water efficient landscaping and structures, regulations that encourage water conservation, and use of recycled or reclaimed water, when available, all reduce the need for potable water. This Plan ensures development is water efficient and the pattern of land uses and subsequent water demands maximizes the potential for efficient water delivery systems and groundwater recharge. The Plan addresses traditional water delivery systems as well as newer, alternative water systems, such as reclaimed irrigation and rain water capture systems.

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OBJECTIVE WAT-EGV-1: Maintain an adequate, safe water supply and protect groundwater basins from overdraft and quality degradation.

Policy WAT-EGV-1.1: For projects that would result in a net increase in water use, there shall be a sufficient supply of water to serve existing commitments plus the proposed project.

Policy WAT-EGV-1.2: The County, in its land use planning decisions, shall consider the most recent water resources analyses for all areas served by the Goleta Water District and local purveyors. The County shall work cooperatively with the Goleta Water District and local purveyors in the review of development proposals.

Policy WAT-EGV-1.3: When applicable, the County shall grant permits only if the long-term potable water supplies of the agency that would serve a project are determined by that agency to be sufficient to meet new demand. The provision of water service to new customers shall not compromise existing customers or the maintenance of required drought buffers, consistent with the water provider's legislative and/or regulatory requirements, the 1991 and 1994 SAFE Water Supplies Ordinances of the Goleta Water District, and the Wright Judgment. County permits shall be granted following completion of the water service application process overseen by the appropriate water provider.

Policy WAT-EGV-1.4: **(INLAND)** Efforts to comprehensively monitor the condition of private wells shall be encouraged.

Policy WAT-EGV-1.4: **(COASTAL)** The County shall protect the quality and quantity of groundwater resources. New groundwater wells and replacement wells that are not intended to serve agricultural purposes shall not be permitted where the project site can be or is already serviced by a public water district or an existing mutual water company. All new groundwater wells or replacement wells shall be metered and water use shall be monitored by the property owner and reported to the County.

Policy WAT-EGV-1.5: Groundwater recharge areas shall be protected from the adverse effects of urban and non-urban land uses.

Policy WAT-EGV-1.6: **(INLAND)** Creek channelization or other impermeable paving which significantly reduces groundwater recharge shall be discouraged.

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Policy WAT-EGV-1.6: (COASTAL) Creek channelization or other impermeable paving which significantly reduces groundwater recharge shall be prohibited except as allowed pursuant to DevStd HYD-EGV-2C and Policy HYD-EGV-2.3.

Policy WAT-EGV-1.7: (COASTAL) Subdivisions or projects that result in increased residential density shall be analyzed to ensure that sufficient supply of water exists to serve existing commitments and the proposed project.

OBJECTIVE WAT-EGV-2: Ensure water use efficiency.

Policy WAT-EGV-2.1: In order to minimize water demand, development shall utilize water conserving landscaping and low flow irrigation and plumbing to the maximum extent feasible.

Policy WAT-EGV-2.2: Water-conserving plumbing devices shall be required of discretionary development.

Program WAT-EGV-2A: The County, in coordination with water purveyors and sanitary districts, shall maintain and periodically update standards for low water use plumbing fixtures. The County shall encourage the water purveyors to continue their efforts to retrofit old fixtures with more efficient designs (e.g., low flow toilets and showerheads).

Policy WAT-EGV-2.3: The County may grant discretionary permits for development using desalinated water only if the source of desalination is from an established public water purveyor. Desalinated water from private sources designed to serve a single project or geographic area within service boundaries of established public water purveyors shall not be a source of water for approvable development.

OBJECTIVE WAT-EGV-3: Encourage the use of recycled/reclaimed water sources where safe and efficient.

Policy WAT-EGV-3.1: The County shall support the use of recycled and/or reclaimed water consistent with applicable Federal, State and County regulations for health and safety, including, but not limited to, the following system types:

- Rain barrels and cisterns
- Greywater systems

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- Purveyor provided reclaimed or recycled irrigation water

Policy WAT-EGV-3.2: In areas where reclaimed water is available by pipeline, development shall include dual plumbing systems for the use of reclaimed water when feasible and appropriate for the development.

Policy WAT-EGV-3.3: Reclaimed/recycled water sources used for agricultural lands should only be used when salinity of the water source does not compromise the long-term viability of agricultural soils.

Policy WAT-EGV-3.4: The use of reclaimed water for tree crops and non-edible ornamental plants in order to conserve existing water supplies shall be assessed by County Environmental Health Services (EHS). If permitted, EHS shall require reclaimed water irrigation systems meet California Regional Water Quality Control Board requirements for wastewater discharge.

Wastewater Management

Wastewater treatment is a process to transform urban sewage into acceptable effluent to return to the water cycle of the natural environment. Wastewater is managed by the Goleta Sanitary District. The Goleta Sanitary District treatment facility is located in Eastern Goleta Valley near the Goleta Slough, where wastewater is treated and released. Reducing the amount of effluent generated is beneficial to the system as it reduces energy use and treatment capacity demands of the system.

Development outside the boundaries of sanitary districts relies on individual septic systems to treat wastewater. Functioning septic systems are effective at containing and neutralizing effluent; however, as systems age and fail, groundwater and soils can become contaminated.

This Plan requires sewer connections for urban development whenever possible. Sewer connections ensure that wastewater is treated before release into the environment, and that development is resource efficient and located within the service boundaries for the local sanitary districts to ensure wastewater effluent rates do not exceed capacity to safely treat wastewater.

OBJECTIVE WW-EGV-1: Ensure wastewater is treated, and is safe for local watershed ecosystems.

Policy WW-EGV-1.1: To ensure wastewater achieves a level of treatment to best ensure public health and welfare, development shall connect to the sewer system of the respective sanitary district wherever feasible.

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- Policy WW-EGV-1.2:** The County shall encourage conversion of septic systems to sewer systems in the Urban Area.
- DevStd WW-EGV-1A:** *To the maximum extent feasible, development requiring private sewage disposal shall utilize gravity flow of wastewater to the septic tank and disposal field to minimize mechanical failure, which may cause surfacing of effluent. Where gravity flow of effluent is unavailable and pumping may be allowed, the lift station shall be owned and/or maintained by a public agency and private operation and maintenance of a lift station shall be prohibited.*
- DevStd WW-EGV-1B:** *To reduce the possibility of prolonged effluent daylighting from septic system failure, two disposal fields shall be built to serve each septic system as required by Environmental Health Services so that when one field begins to fail, the other field can immediately be put into use. An additional third expansion area shall be set aside where no development can occur, except for driveways on constrained sites. In the expansion area, a disposal field should be constructed when any other disposal field is in a state of failure.*
- DevStd WW-EGV-1C:** *For remodels of plumbed structures where the existing septic system must be enlarged or where septic system repairs are required due to failure, in addition to the enlargement and/or repair of the existing septic system, an additional disposal field shall be installed whenever feasible.*
- DevStd WW-EGV-1D:** *Where feasible, measures to decrease the amount of nitrates filtering through soil to groundwater shall be required, including:*
- *Shallow-rooted non-invasive plants (maximum root depth of four feet) shall be planted above all leach fields to encourage evapo-transpiration of effluent and uptake of nitrates. Impervious surfaces, such as paved driveways, shall not be constructed above leach fields. If site constraints require a driveway to be located above a leach field in order to ensure reasonable use of property, turf block or other suitable pervious surface shall be used.*
 - *For properties of 5 acres and less, advanced treatment for the removal of nitrates shall be required on septic systems utilizing drywells as the disposal field. Existing septic systems that utilize drywells that have failed, or that need to be modified, must also install advanced treatment.*

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- DevStd WW-EGV-1E:*** *Septic systems and other potential sources of water pollution shall be a minimum of 100 feet from the geologic top of bank of tributary or creek banks (reference point as defined by Planning and Development and Environmental Health Services). Modifications to existing sources of potential water pollution shall meet this buffer to the maximum extent feasible.*
- DevStd WW-EGV-1F:*** *(INLAND) Individual or cumulative impacts of septic systems for new development shall not cause pollution of creeks and waterways.*
- DevStd WW-EGV-1F:*** *(COASTAL) New development shall be evaluated for both individual and cumulative impacts of septic systems and shall not cause pollution of creeks and waterways.*
- DevStd WW-EGV-1G:*** *Development shall be designed to reduce runoff from the site by minimizing impervious surfaces, using pervious or porous surfaces, and minimizing contiguous impervious areas.*
- Policy WW-EGV-1.3:** Pollution of surface and groundwater shall be avoided. Where contribution of potential pollutants of any kind is not prohibited and cannot be avoided, such contribution shall be minimized to the maximum extent feasible.
- Policy WW-EGV-1.4:** The County shall remove and/or relocate runoff outfalls away from sensitive receptors and environmentally sensitive habitat areas where feasible.
- Policy WW-EGV-1.5:** The County shall work with the sanitary districts to acquire grants and other funding to relocate untreated runoff outfalls per the Environmental Resources and Constraints section.
- Policy WW-EGV-1.6:** The County shall continue to work with the sanitary districts to improve effluent quality prior to release into the natural environment or use as reclaimed resources by the community.

Solid Waste and Resource Recovery

Eastern Goleta Valley is served by the Tajiguas Landfill located approximately 30 miles west on the Gaviota Coast. Owned and operated by the Santa Barbara County Public Works Department, the landfill collects solid waste generated from South Coast jurisdictions including the City of Santa Barbara, the City of Goleta, and the unincorporated areas. The South Coast Transfer Station is another integral part of waste disposal operations in Goleta and the South Coast and is

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located at the County Calle Real Administration Campus. The facility is a destination point for residential collection vehicles where the solid waste is then transferred from the station to resource recovery systems (recycling, yardwaste, etc.) or the Tajiguas Landfill. The transfer station serves to reduce the number of trips to the landfill and reduce the total vehicle miles traveled by service providers. This system, in turn, reduces vehicle emissions.

The following policies have been developed to reduce the amount of waste going to the landfill and to increase and upgrade the resource recovery programs in Goleta Valley in order to divert resources from the waste stream back into the resource pool.

OBJECTIVE RRC-EGV-1: Maximize solid waste diversion and minimize solid waste generation.

Policy RRC-EGV-1.1: Opportunities for resource recovery and landfill solid waste diversion shall be provided.

DevStd RRC-EGV-1A: *Development shall be designed with adequately-sized solid waste container enclosures or designated areas easily accessible to residents and waste management services. The enclosures shall be covered and provide adequate fully enclosed space for solid waste, recycling, yard waste, and/or food waste containers compliant with waste management service and County Public Works Department requirements.*

Program RRC-EGV-1A: *Continue to enhance and implement curbside recycling and solid waste diversion programs with consideration of incentives to increase participation. Facilities for curbside solid waste management shall be required for development as deemed appropriate by the County Public Works Department.*

Policy RRC-EGV-1.2: The County shall promote onsite and neighborhood composting of plant-based materials.

Program RRC-EGV-1B: *Provide yard waste collection programs to residential development in the Urban Area and, where feasible, outside the Urban Area. Such programs may include yard waste accumulation bins, curbside pickups, and onsite composting. Facilities for curbside yard waste collection shall be required as deemed appropriate by the County Public Works Department.*

Program RRC-EGV-1C: *Continue to enhance and implement the yard waste mulching program with consideration of incentives to increase participation.*

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Policy RRC-EGV-1.4: Appropriate recycling services shall be provided at all construction sites to maximize diversion of construction and demolition (C&D) waste from the landfill.

E. TRANSPORTATION AND CIRCULATION

Transportation and circulation planning requires interdepartmental and interagency coordination to assess, design, engineer, and construct infrastructural improvements that meet the transportation needs of the planning area and achieve the community's transportation goals. Transportation policy paves the way for innovation and improvement of transportation facilities consistent with current standards. With consideration of the regional condition and local needs, this Plan amends the Circulation Element to include policies to ensure transportation projects in Eastern Goleta Valley improve access and mobility for all users of the facilities. In addition, this Plan recommends general improvements consistent with the community's goals and State law.

Regional Transportation Patterns

Regional transportation planning is directly influenced by local land use planning. The following excerpt from the 2009 Regional Transportation Plan (RTP) released by the Santa Barbara County Association of Governments (SBCAG) succinctly describes the relationship between land use and transportation planning:

Land uses planned in local comprehensive plans...result in transportation impacts and needs...delineated in the circulation elements... Every decision to approve new development (whether residential or commercial) made by the County Board...directly impacts the transportation system. The type of development can impact traffic generation as well; higher densities centrally located can increase the likelihood that the residents will take transit if it is accessible.

Land use planning also affects travel behavior. Historically, the pattern of land use development in the region and throughout California, coupled with abundant parking requirements for commercial/office development sites, has encouraged or reinforced the use of the single occupant vehicle. This echoes the national development trend of the past several decades—decentralization and low-density urban sprawl. As elsewhere throughout the nation, suburban tracts in Santa Barbara County have been designed to create quiet residential areas far from town centers. Neighborhoods designed as isolated enclaves, often walled with cul-de-sac streets and few access points, discourage through circulation, regardless of the type of trip. The spatial configuration results in trip ends scattered across the map. To get from A to B takes a while, consumes more fuel, and makes us reliant on the auto as a form of travel. Intermodal connections are less attractive

because they are far from neighborhoods. Bus stops, for example, may exist along an arterial adjacent to a development, but are not easily accessible from within the development. As a result, cities [and Counties] everywhere are facing similar problems—increasing traffic congestion and commute times, worsening air pollution, inefficient energy consumption and greater reliance on foreign oil, the continuing loss of open space, the need for costly improvements to road and public services, the inequitable distribution of economic resources, and the loss of sense of community.

SBCAG, 2009 Regional Transportation Plan, 2-5

At the State legislative level, coordinated regional planning to address mandated greenhouse gas reductions is ratified in SB375, which connects greenhouse gas reduction targets to land use and transportation policy and planning within local jurisdictions. In compliance with SB375, SBCAG is empowered to create the Sustainable Community Strategy (SCS) that provides this coordinated planning for Santa Barbara County. SB 375 has three goals:

1. Use regional transportation planning process to reduce greenhouse gas emissions generated by cars and light trucks.
2. Create streamlining incentives through CEQA to encourage residential projects which reduce the need for automobile trips and greenhouse gas emissions.
3. Coordinate the regional housing needs allocation (RHNA) process with the regional transportation planning process, to ensure new housing is located close to transit opportunities to reduce vehicle miles traveled (VMTs) and average daily trips (ADTs) generated by development.

Additionally, in 2008, California adopted AB1358, the California Complete Streets Act. The Act states:

In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.

Assembly Bill 1358, Chapter 657, Statutes 2008

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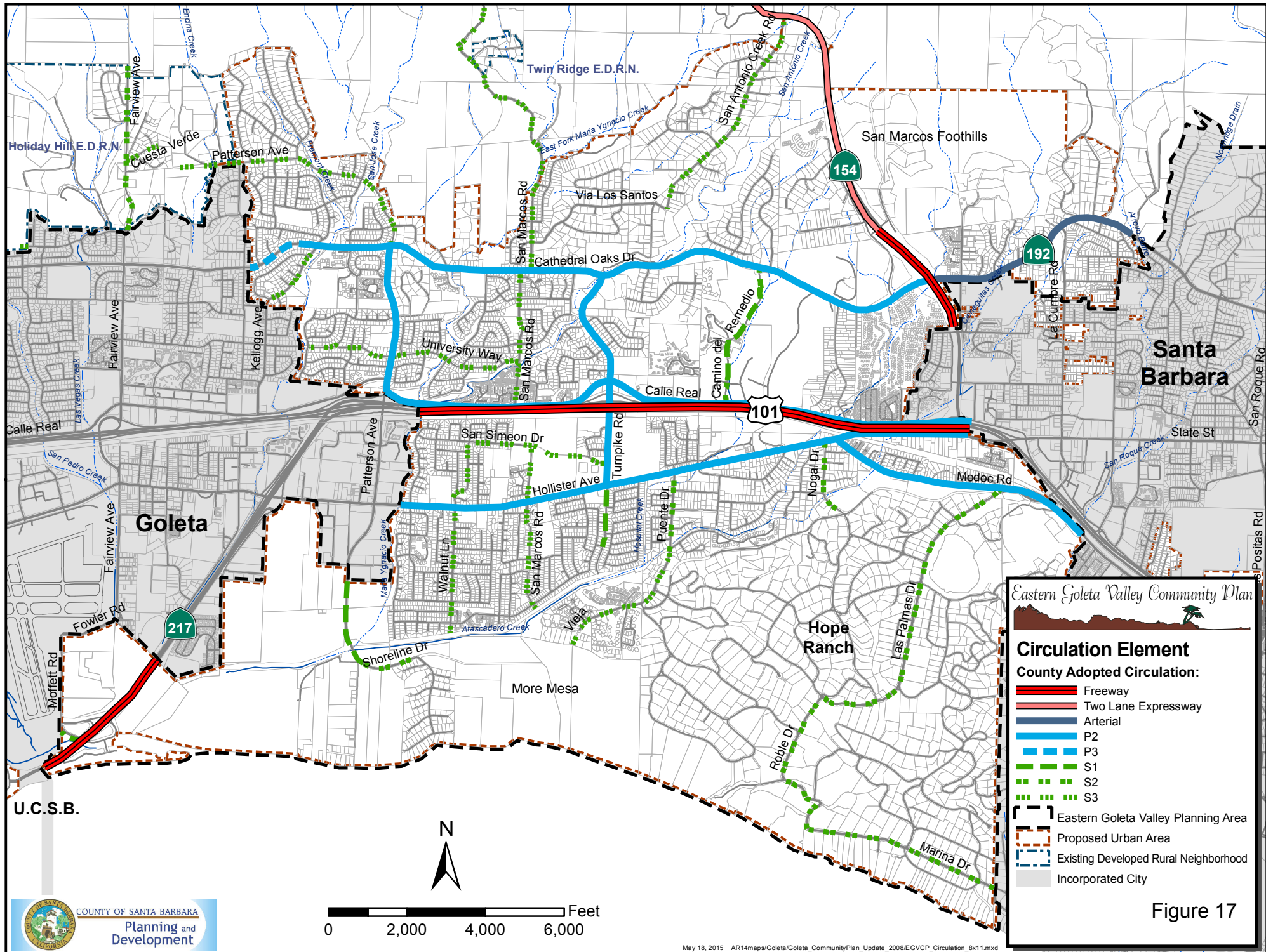
Commencing January 1, 2011, this bill requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways (defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation), in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Regional mobility and connectivity is an important part of this community plan. Since the Urban Area of the community consists largely of residential uses, transportation planning must consider where people travel for work, school, and services in the South Coast region of the County. As this chapter of the Plan updates the County's Circulation Element for Eastern Goleta Valley, the Plan includes a Complete Streets policy for County roadways of the Plan area.

Transportation and Circulation within Eastern Goleta Valley

The roadway system in Eastern Goleta Valley consists of networks of neighborhood streets and lanes connected to primary roadways and arterials, which join neighborhoods to destinations, such as shopping centers, adjacent cities, schools, and highway on-ramps.

Given the location of Eastern Goleta Valley, the Urban Area and its roadway network are located between the rural foothills and the coast. This area is served by three main east-west travel corridors: Cathedral Oaks Road, US Hwy 101, and Hollister Avenue. These east-west travel corridors are connected by three main north-south corridors: Patterson Avenue, Turnpike Road, and State Route 154. These roads provide the opportunities to cross US Hwy 101 from north to south for drivers, bicyclists, and pedestrians alike. These roadways and their intersections are the most traveled roadways of Eastern Goleta Valley (Figure 17).



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The existing system of arterials, connectors, and cul-de-sacs was established long before this community plan, and many of the existing streets do not have adequate space due to physical constraints to be widened to accommodate additional automobile trips. As a result, transportation planning in Eastern Goleta Valley generally does not include strategies to expand the overall transportation network's capacity to carry more automobiles. Rather, specific or "spot" improvements are recommended to alleviate local bottlenecks, such as improving Hollister Avenue – State Street.

A strategy of this Plan is to transform the character and improve connectivity and accessibility of the existing network to reduce automobile congestion, increase the attractiveness of non-automobile forms of travel, and reduce the acute issues in critical junctions in the community. To do this, the plan recommends specific improvements to the roadway network to:

1. Improve facilities for drivers to navigate Eastern Goleta Valley and reach local destinations using well-connected surface streets and multimodal routes.
2. Reduce automobile trips by increasing attractive, safe, convenient, and accessible walking, biking, and public transit opportunities.
3. Encourage walkable nodes centered on neighborhood-serving commercial goods and services.
4. Transform the character of problem roadways to control traffic and alleviate "stop and go" congestion.

Circulation issues to address in Eastern Goleta Valley include:

1. A desire for increased/improved east-west circulation options.
2. A desire for additional multimodal routes across US Hwy 101 connecting north and south portions of Eastern Goleta Valley.
3. A desire for safe routes to school and multimodal routes running east-west to serve commuters using bicycles, transit, and automobiles.
4. A desire for improved connectivity to address spatial separation of land use types (e.g., residential vs. commercial vs. employment centers).
5. A desire for improved transit services, including new routes, increased frequency, new regional linkages.

Sustainable transportation prioritizes public facilities that serve not only automobiles, but also bicyclists, pedestrians, and public transit. The following sections identify specific transportation issues and recommendations to improve the roadway system to better serve all modes of transportation in Eastern Goleta Valley.

Public Roadways

Since Eastern Goleta Valley is bisected east to west by US Hwy 101, transportation planning can be discussed in terms of improvements for areas north or south of US Hwy 101. The following roadways are the major connections currently serving the travel needs of Eastern Goleta Valley. Issues associated with each roadway are discussed briefly. Roadway classifications are defined for Eastern Goleta Valley in Appendix I.

1. **Hollister Avenue** is the east-west route south of US Hwy 101 providing access to the most urbanized portions of Eastern Goleta Valley, including all of the area's major commercial destinations. This stretch of Hollister Avenue is scheduled to be improved to address congestion and maintain a flow of multimodal traffic and requires interagency coordination to replace the constraining railroad bridge-overpass, which currently limits the roadway to 2 lanes in the Hollister Avenue – State Street commercial corridor. With consideration of this improvement project, new solutions and improvements are recommended in this Plan for consideration in the project description for this roadway segment based on the land use and character of the commercial corridor as a gateway to the planning area.
2. **Cathedral Oaks/Foothill Road** is the east-west route north of US Hwy 101 providing access to residential network neighborhoods and rural agricultural land. Due to the roadway's distance from destinations, it is not a typical arterial. However, when other east-west routes are congested, Cathedral Oaks/Foothill Road serves as the primary alternative to move motorists through Eastern Goleta Valley and can become congested at peak usage. The roadway also serves as a connection for State Route 192 and functions accordingly.
3. **Turnpike Road** is the north-south central roadway, highway crossing, and ramp for US Hwy 101. The roadway and overpass connect residential uses to schools (San Marcos High) and shopping (Turnpike Shopping Center) on the south side, and to parks (Tucker's Grove) and employment (County Calle Real Administration Campus) on the north side. In general, this roadway serves not only as a central multimodal connection (the roadway could be likened to a boulevard), but also will become increasingly important over the life of the Plan as critical to community character.
4. **Calle Real** was intended to provide an east-west roadway for the north side per the 1993 GCP by constructing a roadway bridge extension over Maria Ygnacio Creek to connect Calle Real with Patterson Avenue and the shopping destinations of the Calle Real Center. This conceptual project has proven to be cost-prohibitive and potentially damaging to environmentally sensitive habitat of the waterway. As such, it is assumed that this extension project is infeasible as part of this Plan

Public Transit

Public transit options currently include local bus service provided by the Metropolitan Transit District (MTD) and Amtrak train service for out-of-town destinations from stations in the City of Santa Barbara and the City of Goleta. In general, these services could be expanded to better serve those wishing to commute for work or shopping using public transit exclusively within and outside Eastern Goleta Valley. To address this issue, this Plan promotes increased ridership, improved local routes and potential shuttle connections, infill development near destination nodes, and more convenient and appealing bus routes/stops to connect residential areas with commercial destinations and employment centers. The Plan also identifies potential locations for a new rail station to accommodate potential development of commuter rail opportunities as needed regionally in the future.

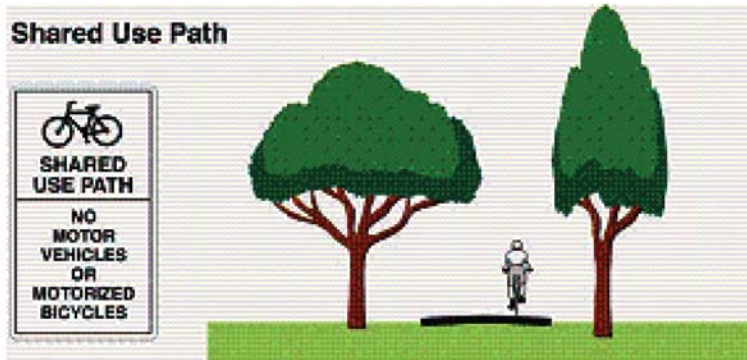
Bicycle Commuting and Recreation

Bicycle facilities are designed per State standards and fall into three categories:

- Class I bike paths are completely separate from other roadways, providing a right-of-way for exclusive use by bicyclists, and have limited cross-flow by motor vehicles.
- Class II bike paths provide a striped lane for bicyclists alongside roadways. These paths are separated by striping or some sort of physical barrier between the bike lane and the roadway.
- Class III bike paths are similar to Class II lanes relying on signage, but do not have exclusive use of a striped lane. This classification shares the right-of-way between motor vehicles, pedestrians, and bicycles.

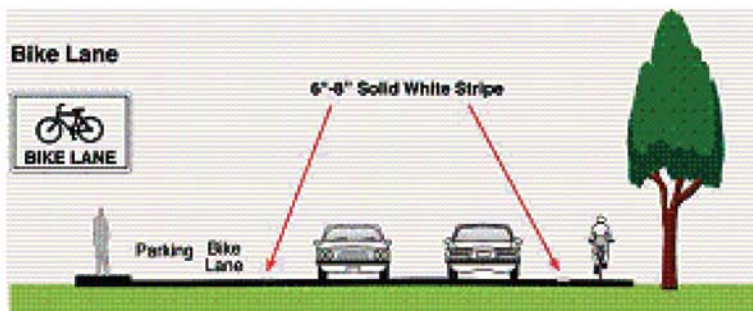
Bikeway Classifications

Bikeways includes all facilities that provide primarily for bicycle travel



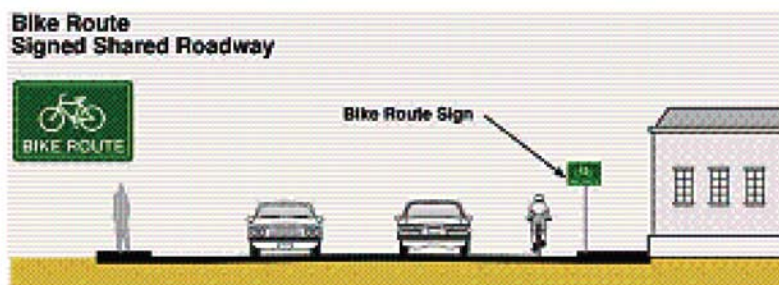
CLASS I: *Bike Path*

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.



CLASS II: *Bike Lane*

Provides a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes .



CLASS III: *Bike Route*

Provides for shared use with pedestrian and /or motor vehicle traffic.

Figure 18

The existing bikeway system in Eastern Goleta Valley provides some Class I facilities with Class II bikeways contributing the most prevalent connections along major east-west and north-south roads. The Class I bikeways running east-west through the south side of Eastern Goleta Valley provides recreational and bicycle commuter facilities along the coastal and agricultural areas of the South Patterson Agricultural Area. The Atascadero Creek Bikeway, or Obern Trail, consists

of a designated bike route leading from Goleta Beach to near the intersection of Hollister Avenue and Modoc Road. A north-south Maria Ygnacio route leads from the intersection of Patterson Avenue and Shoreline Drive, under US Hwy 101, to northeastern Goleta, where the route connects to the North Goleta route. While this system is frequently used by the community, distance from commercial corridors presents a barrier to bicycle commuters with destinations in the Cities of Goleta and Santa Barbara and along Hollister Avenue and Calle Real. Given this configuration, the existing system could provide improved and more attractive facilities for bicycle commuters to local employment centers and adjacent cities.

The existing bicycle system has two needs:

1. An additional bicycle commuter-oriented Class I/II system traversing the planning area east-west and connecting the City of Goleta and the City of Santa Barbara, especially in close proximity to the main employment centers and shopping facilities along the Hollister Avenue and Calle Real corridors.
2. One or more additional convenient and attractive north-south routes across US Hwy 101 and the Southern Pacific Railroad corridor at accessible locations to connect cyclists with destinations.

Pedestrian Accessibility

While many roads are equipped with sidewalks and walking paths, commonly in Eastern Goleta Valley, the distance between local trip origins and destinations is too great for pedestrians. In general, planners can expect a distance of ¼ mile as the distance the average pedestrian is willing to walk before she or he considers alternate modes, such as automobiles or bicycles. Additionally, climate, shade, perception of safety, noise levels, and air quality are major considerations when planning for pedestrians to ensure pedestrian routes are as attractive as possible. When pedestrian connections are loud, large-scale, exposed, and disconnected, people are often deterred from walking. Rather, to promote walking, the pedestrian facilities should be tranquil, human-scale, shaded, and well-connected.

Reducing the need for automobile trips and vehicle miles traveled involves improving specific corridors and destinations to be pedestrian-friendly so that once a person arrives at the destination, walking is an attractive option. Specifically, commercial nodes are focus areas for pedestrian improvements.

Commercial/Mixed-Use Parking

When planning for mixed-use commercial areas and balanced transportation options in a community, commercial and institutional parking, providing adequate parking for the area

requires forethought and joint-solutions between land uses. Parking for commercial services may be combined and shared within mixed-use neighborhoods or a small-scale public parking program may be warranted. Alternative parking, such as underground garages, lifts, and shared lots, may be considered where appropriate for commercial and mixed-use developments. Additionally, as to address the needs of bicycle riders, secure bicycle parking facilities would be required of development. This Plan builds upon existing parking standards to accommodate future commercial, mixed-use, and institutional land uses.

Land Use-Transportation Pattern

As depicted in the Community Development and Land Use sections, this Plan directs development to meet several sustainable community objectives. The community plan promotes infill development planned with multimodal transportation facilities, enhances commercial uses and employment centers along Hollister Avenue and Calle Real and encourages mixed-use projects within existing commercial corridors and nodes. These land use strategies work in concert with the following transportation recommendations to ensure future generations can navigate Eastern Goleta Valley using all modes of transportation safely and efficiently.

Transportation Recommendations for Eastern Goleta Valley

The following recommendations are intended for consideration by County Public Works and transportation planners and engineers. The recommendations are reflective of specific improvements and designs that would meet the goals of the Eastern Goleta Valley community. The recommendations may be incorporated into capital improvements programming and financing by County Public Works and other local transportation agencies.

#1 - Complete Streets Improvements

The first recommendation is to instate a Complete Streets policy approach for transportation planning in Eastern Goleta Valley. As defined by the California Department of Transportation (Caltrans), a Complete Street is “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users of the particular roadways, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street planning applies to rural, suburban, and urban areas.”

Creating complete streets can be thought of as both a concept and a physical manifestation. Conceptually, complete streets are considered public property, and as such, are optimized to provide as much service to the public as possible, meeting the needs of all users of the public space. Physically, complete streets have little to no change in their capacity for automobile travel, but are designed with a strategic mix of the following characteristics, integrated in the design of

the roadway to uniquely address land use context and multimodal needs of each individual roadway.

- Class I or II bike lanes
- Pedestrian-friendly vehicle speeds
- Vehicle lanes less than 12 ft across
- Modern roundabouts to alleviate ‘stop and go’ congestion
- Street trees to create shade, visual resources, and passive traffic calming effects
- Dividers that are landscaped, provide mid-crossing refuge for pedestrians, and can be paired with public flood control projects, such as bioswales or low impact water retention
- Wide sidewalks accommodating groups of pedestrians
- Pedestrian crosswalks where appropriate
- Covered bus stops located frequently along transit corridors
- Bus turnouts
- Designated bus lanes
- Public seating
- Human-scale urban design and development standards for adjacent development projects
- Street lighting
- Clear, attractive signage
- Other design elements that improve the experience and function of public roadways for all users

Instituting a complete streets policy approach allows transportation planners and engineers to design and operate public roadways with all users in mind, including motorists, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities, as well as emergency services.

While all public roads can serve as complete streets, the following specific public roadways are recommended for physical improvements as needed for each roadway to become multimodal Complete Street Community Corridors:

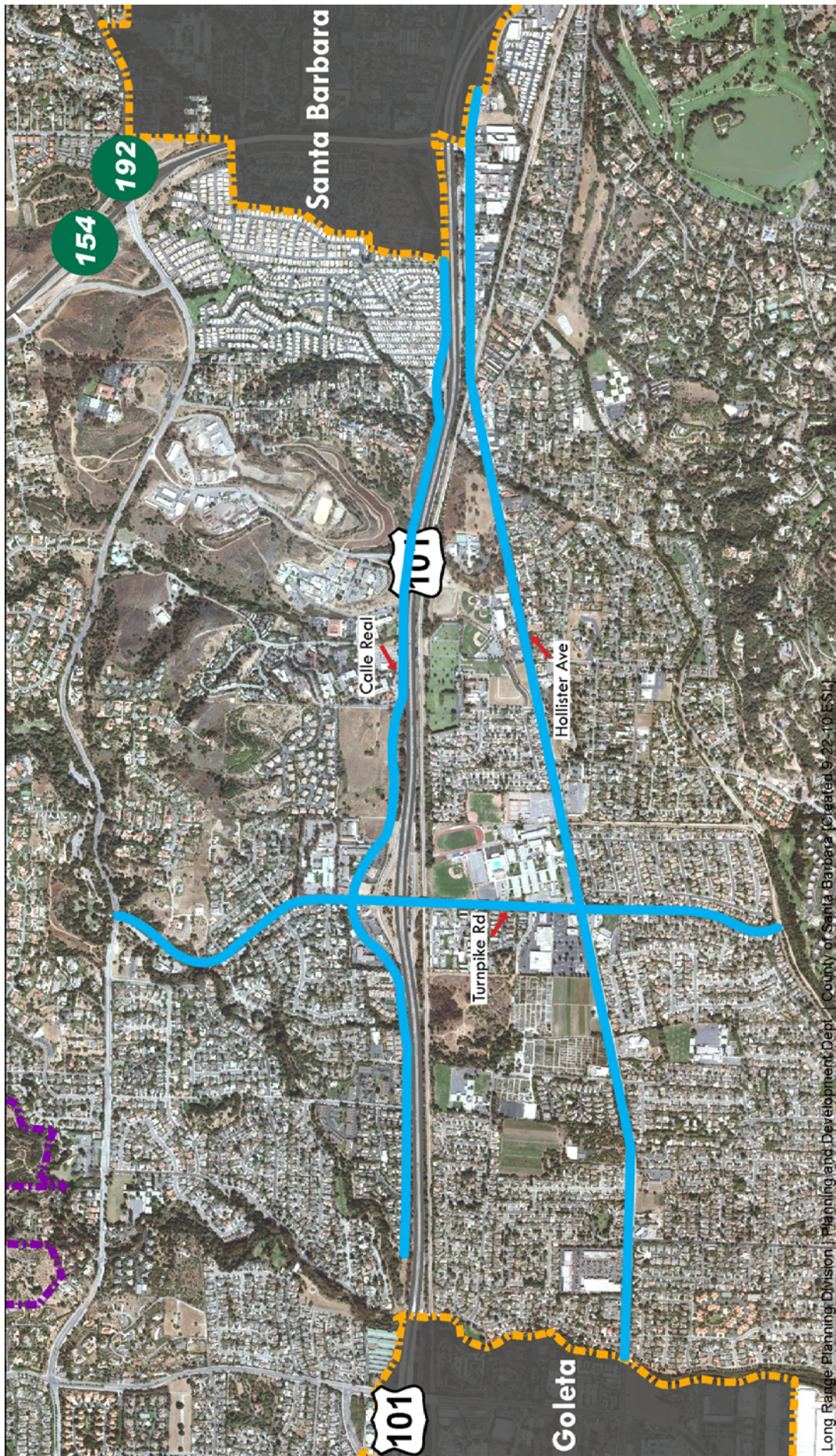
1. Hollister Avenue – State Street from the City of Goleta to the City of Santa Barbara
2. Calle Real from the City of Santa Barbara to its western terminus
3. Turnpike Road from Cathedral Oaks to its southern terminus

#2 - Improved Connectivity

The second recommendation is to improve connectivity of the existing roadways and create new multimodal connections, particularly with regard to safe routes to local schools and new

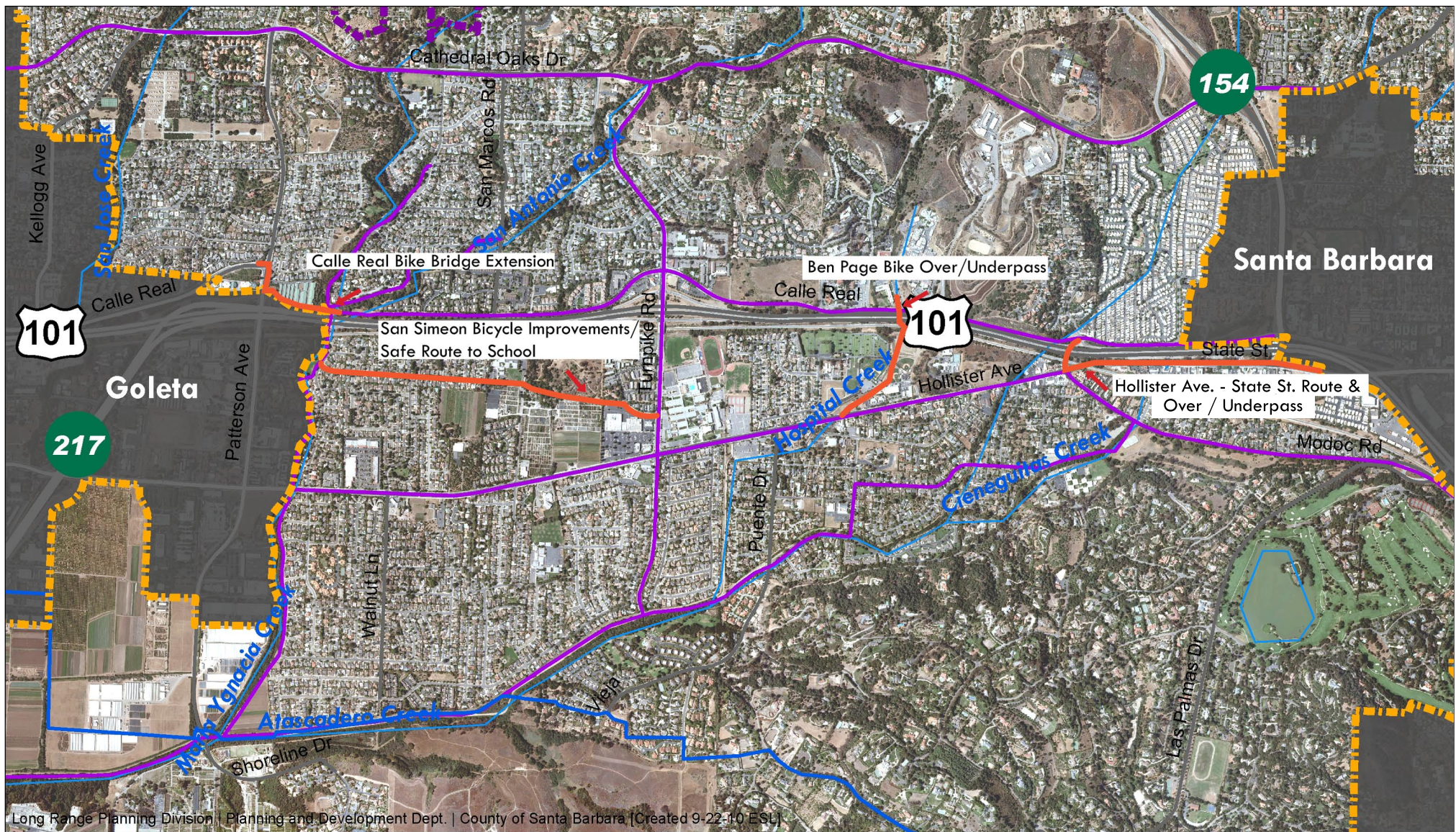
bicycle/pedestrian routes. Connectivity results in a well-connected circulation system with minimal physical barriers. This Plan recommends underutilized roads become more attractive and convenient to drivers by creating key connections and/or intersections, and constructing bicycle/pedestrian facilities to address the existing spatial barriers to north-south and east-west connectivity. Specifically, the following improvements are recommended:

1. **Link North and South Sides:** Connect the north and south sides of Eastern Goleta Valley over US Hwy 101 and the Southern Pacific Railroad with one or more improved routes. Routes could include pedestrian/bicycle overpass or underpass facilities. Recommended locations include, but are not limited to, the following and were selected based on the land use plan and populations best served by the improvements:
 - a. **Ben Page Youth Center/County Calle Real Administration Campus Area:** Overpass or underpass to connect users to employment/government center, recreational resources, and commercial services, and provide safe alternative for students to bypass Turnpike Road overpass, and/or,
 - b. **Hollister Avenue – State Street Commercial Corridor:** Overpass or underpass to connect north side neighborhoods and mobile home parks to south side commercial and transit opportunities. Also provides local connection between Calle Real and Hollister Avenue to bypass or improve the State Route 154 overpass.
2. **San Simeon Drive Bicycle Improvements/Safe Route to School:** If needed and constructed, design the San Simeon Drive roadway extension connecting the San Marcos Neighborhood with Turnpike Avenue to include bicycle and pedestrian facilities. Make this roadway a bicycle route and a Safe Route to School to calm traffic speeds and retain character of the residential street, achieve an official east-west bicycle route as an alternative to Hollister Avenue, and provide an east-west connection from the Maria Ygnacio Bike path. Improve San Simeon Drive to serve as a low-speed street that has been improved for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.
3. **Calle Real Extension Bicycle/Pedestrian Connection to City of Goleta:** Connect Calle Real to the City of Goleta via Patterson Avenue with a pedestrian/bike bridge crossing over Maria Ygnacio Creek. This project would redirect funding for the Calle Real roadway extension project to achieve an east-west bicycle/pedestrian connection on the north side of US Hwy 101 to a major commercial corridor in the City of Goleta. This connection would also serve local bicycle commuters.
4. **North-South Connections:** Consider opening or creating appropriate intersections/roadway connections to through-traffic or installing a permeable barrier that can be opened as needed and determined by the County in the event of emergency or to address congested circulation.



Eastern Goleta Valley: Priority Complete Streets Community Corridors

Figure 19

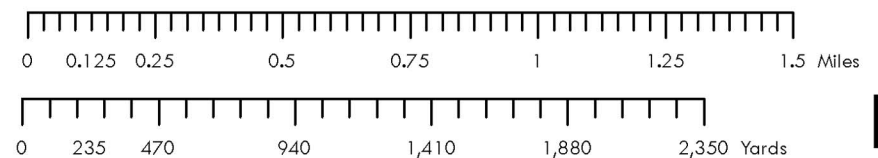


Eastern Goleta Valley: Existing and Recommended Bicycle Improvements

- Proposed Urban/Rural Boundary
- Eastern Goleta Valley Boundary
- Los Padres National Forest Boundary
- Coastal Zone
- Recommended Bicycle Connections and Improvements
- Existing Bikeways

Figure 20

Given the small scale of this map, the Coastal Zone Boundary depicted on this map is not intended for the purpose of defining the Coastal Zone Boundary on a parcel level.



Guide to Multimodal Levels of Service (LOS) Standards

Level-of-Service (LOS) is a qualitative measure describing the efficiency of a traffic stream, represented by letter designations ranging from A to F where LOS ‘A’ represents the best operating conditions (free flow and excellent comfort for the motorist, cyclist, or pedestrian) and LOS ‘F’ represents the worst (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, bikeways, sidewalks, etc). It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-Service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety. Level-of-Service can be determined for roadways and arterials, signalized intersections, intersections that are not signalized, and transit, bicycle, and pedestrian facilities.

Land Use and Development Policies and Implementation Strategies

The following transportation goals, objectives, policies, programs, and standards are recommended to address the community’s vision for a sustainable land use and transportation plan.

- GOAL #7. TRANSPORTATION PLANNING IS COORDINATED WITH LAND USE PLANNING TO ALLOW FOR COMMUNITY DEVELOPMENT AND LAND USES PER THE POLICIES AND LAND USE DESIGNATIONS OF THIS PLAN WHILE MAINTAINING SAFE ROADWAYS AND INTERSECTIONS.**
- GOAL #8. THE COMMUNITY IS SERVED BY AN EFFICIENT TRANSPORTATION NETWORK SERVING THE MULTIMODAL NEEDS OF ALL USERS AND ABILITIES.**
- GOAL #9. AVERAGE DAILY TRIPS (ADTS) AND VEHICLE MILES TRAVELED (VMTS) GENERATED IN THE COMMUNITY ARE MINIMIZED TO REDUCE GREENHOUSE GAS EMISSIONS GENERATED BY TRANSPORTATION.**

Multimodal Complete Streets

OBJECTIVE TC-EGV-1: Enhance the existing automobile transportation network with multimodal improvements as needed to make walking, biking, and public transit more practical, safe, accessible, and attractive to residents and commuters.

Policy TC-EGV-1.1: A minimum Level-of-Service (LOS) standard ‘C’ shall be maintained for roadways and intersections. With strong consideration of the appeal, efficiency, and safety of the roadway

for all users, LOS 'D' may be acceptable only within the Hollister Avenue – State Street commercial corridor when the effect on circulation and travel speeds enhances community character.

Policy TC-EGV-1.2: The Circulation Element and implementing Transportation Improvement Plan shall include long-term improvements to multimodal transportation facilities targeted to provide for these levels of service. Roadway and intersection design and improvements shall protect overall operation of the circulation system and the quality of life within the community.

Policy TC-EGV-1.3: As multimodal operational, efficiency, and/or LOS standards develop within the Transportation Engineering field, relevant improvements should be considered for primary and secondary roadways and arterials, signalized intersections, intersections that are not signalized, and transit, bicycle, and pedestrian facilities as determined by the Roadway Classification Standards for Eastern Goleta Valley (Appendix I).

Policy TC-EGV-1.4: Improved access to retail, commercial, recreational, and educational facilities via public transit, bikeways and pedestrian facilities shall be considered in public and private transportation and circulation planning for Eastern Goleta Valley.

Policy TC-EGV-1.5: **Complete Streets:** Multimodal Complete Streets shall be developed and maintained to maximize safety, accessibility, and connectivity of all modes of transportation to each other and to the places people need to go. Complete Streets are designed to optimize the utility, safety, and attractiveness of the transportation network to all users of the facilities. Transportation planning should strive to create attractive and accessible streets for all users, including drivers, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

Policy TC-EGV-1.6: The following roadways shall be defined as Eastern Goleta Valley Community Corridors and prioritized for multimodal Complete Street improvements in County transportation project planning for Eastern Goleta Valley (Figure 19):

1. Hollister Avenue – State Street from the City of Goleta to the City of Santa Barbara
2. Calle Real from the City of Santa Barbara to its western terminus

EASTERN GOLETA VALLEY COMMUNITY PLAN

3. Turnpike Road from Cathedral Oaks Road to its southern terminus

Policy TC-EGV-1.7: Human-scale design standards within commercial zones and transit/pedestrian design standards for new residential and commercial development should be encouraged to increase the appeal of walking, bicycling, and using public transit and decrease traffic congestion on roadways.

Policy TC-EGV-1.8: In its long range land use planning efforts, the County shall seek to provide access to retail, commercial, recreational, and educational facilities via transit lines, bikeways and pedestrian trails.

Policy TC-EGV-1.9: All feasible measures to fully mitigate the transportation impacts associated with development projects, including new and innovative measures as may become available, shall be considered and encouraged.

***Program TC-EGV-1A:** Programmatically improve Eastern Goleta Valley Community Corridors to best serve as multimodal Complete Streets in coordination with County Public Works Department.*

***Program TC-EGV-1B:** Seek funding to programmatically increase the number of street trees along Eastern Goleta Valley Community Corridors as part of the Urban Forestry objectives and policies of the Section IV: Environmental Resources and Constraints. Installation and maintenance of street trees should be considered a required component of development along Community Corridors.*

***Program TC-EGV-1C:** Update and revise the Goleta Transportation Improvement Plan (GTIP) as needed to address and implement County transportation facility improvements envisioned in this Plan.*

***Action TC-EGV-1D:** Monitor effectiveness of operation of transit, bicycle, and pedestrian facilities, and apply multimodal transportation and circulation improvements as operational, efficiency, and/or LOS standards develop within the Transportation Engineering field.*

Policy TC-EGV-1.10: **Regional Transportation:** The County shall strive to increase connectivity and accessibility of north-south and east-west roadways, bike paths, and pedestrian routes to multimodally connect:

1. The north and south sides of Eastern Goleta Valley over US Hwy 101 and the Southern Pacific RR.
2. The cities of Goleta and Santa Barbara.

Action TC-EGV-1E: *Improve circulation, parking, and flow of traffic through the Hollister Avenue – State Street commercial corridor and intersections through multimodal improvements, streetscape planning, and roadway capacity improvements as needed to support a mix of residential and commercial land uses in the vicinity.*

Program TC-EGV-1F: *Study and construct as feasible the following recommended improvements to create improved multimodal north-south and east-west routes to better connect destinations, neighborhoods, and land uses of Eastern Goleta Valley:*

- ❖ **San Simeon Drive Improvements:** *If needed and constructed, design the San Simeon Drive roadway extension connecting the San Marcos Neighborhood with Turnpike Road to include bicycle and pedestrian facilities. Make this roadway a bicycle route and a Safe Route to School to calm traffic speeds and retain character of the residential street, achieve an official east-west bicycle route as an alternative to Hollister Avenue, and provide an east-west connection from the Maria Ygnacio bike path. Improve San Simeon Drive to serve as a low-speed street that has been improved for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.*
- ❖ **Calle Real Extension Bicycle/Pedestrian Crossing:** *Create a bicycle/pedestrian connection over Maria Ygnacio Creek from Calle Real to the City of Goleta via Patterson Avenue. This improvement will achieve a needed east-west connection to the major commercial corridor in the City of Goleta and a new bicycle commuter route.*
- ❖ **Ben Page Youth Center/County Calle Real Administration Campus Area:** *Overpass or underpass crossing US Hwy 101 to connect users to employment/government center, recreational resources, and commercial services, and provide a safe alternative for students to bypass Turnpike Road overpass.*
- ❖ **Hollister Avenue – State Street Commercial Corridor:** *Overpass or underpass crossing US Hwy 101 to connect north side neighborhoods and mobile home parks to south side commercial and transit opportunities, and provide a local connection between Calle Real and Hollister Avenue to bypass or improve the State Route 154 overpass.*

Action TC-EGV-1G: *Create north-south connections between Cathedral Oaks Road and Calle Real for thru-traffic, bicycles, and pedestrians, or install a permeable barrier that can be opened as needed and determined by the County in the event of emergency or to address congested circulation.*

Cyclists, Pedestrians, and Public Transit Riders

OBJECTIVE TC-EGV-2: Consider the facility needs of cyclists, pedestrians, and public transit riders in land use and development decisions.

Policy TC-EGV-2.1: **Bicycle and Pedestrian Facilities:** The County shall include bicycle and pedestrian uses in the planning process of transportation corridors. When feasible, roadway improvements, including overpasses or underpasses, shall be sited and designed to encourage and accommodate pedestrian and bicycle use. All overpasses or underpasses should provide for Class I or Class II bicycle routes.

Policy TC-EGV-2.2: **Bicyclists:** The use of the bicycle as a mode of transportation shall be encouraged by providing and ensuring well-lit, safe, well-connected, and accessible Class I/II/III bikeways to meet the transportation and recreation needs of Goleta Valley cyclists.

Policy TC-EGV-2.3: **Priority Bicycle Facilities:** The following bicycle improvements are prioritized in Eastern Goleta Valley (Figure 20):

1. Safe Routes to Schools
2. East-west paths and/or those providing direct commuter connections between commercial and residential land uses
3. Class I and Class II crossings over or under local highways

Policy TC-EGV-2.4: **Public Bikeway Acquisition:** To the maximum extent feasible, all opportunities for public bikeways acquisition and development within the general corridors mapped as part of the Circulation maps of the County Comprehensive Plan shall be protected, preserved and provided for upon approval of any development, subdivision and/or permit requiring any discretionary review or approval.

Policy TC-EGV-2.5: **Bicycle Route Type Priorities:** Separated bicycle facilities (Class I paths) are generally a higher priority than on-road facilities (Class II lanes or Class III lanes). However, on-road lanes are a high priority where they improve safety or connectivity. Of these types of bicycle routes, bicycle paths and lanes which serve commuters to connect residential uses with employment centers and schools are a high priority.

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- DevStd TC-EGV-2A:** *Signal Detection.* All future or reconstructed signalized intersections along designated bicycle routes shall include detectors sensitive to waiting bicyclists.
- Policy TC-EGV-2.6:** **Pedestrians:** The County shall facilitate pedestrian needs and shall provide and ensure well-lit, safe, well-connected, accessible walkways and sidewalks to commercial nodes, schools, and recreation to increase the walkability of Eastern Goleta Valley.
- Policy TC-EGV-2.7:** **Transit Riders:** The County shall continue to work with public transit providers to ensure accessible public transit service and facilities to meet transit needs and increase ridership.
- Policy TC-EGV-2.8:** **Priority Transit and Pedestrian Facilities:** Public transit and pedestrian improvements prioritized in Eastern Goleta Valley shall be those that:
1. Receive the highest amount of ridership
 2. Provide for intermodal connections
 3. Complete a missing link in sidewalks
 4. Provide pedestrian links between residential and commercial areas
 5. Complete gaps in the pedestrian system

Program TC-EGV-2A: Sidewalk Connections: Continue to complete gaps in existing sidewalk system and improve pedestrian crossings along Community Corridors.

Program TC-EGV-2B: Signal Timing: Set the timing of traffic signals during routine maintenance and other signal adjustment program to allow adequate time for pedestrians (including the elderly and young children) to walk across safely when the pedestrian call button is activated.

Program TC-EGV-2C: Transit Facilities: Coordinate with MTD, Caltrans, and County Public Works to increase bus service and the number of convenient sheltered bus stops within 1/4 mile (walking distance) of commercial nodes, public parks, and schools. Enhanced bus service should be considered for the following corridors to serve adjacent land uses:

- ❖ Turnpike Road from Tucker's Grove County Park/Cathedral Oaks Road to Hollister Avenue
- ❖ Calle Real from Turnpike Road to the City of Santa Barbara

Action TC-EGV-2D: *Construct as needed and feasible a public transit facility within the planning area. If feasible, the transit facility should adequately serve the needs of the public transit system, as well as the needs for other modes of transportation, including bike racks, drinking fountains, shade, benches, etc.*

Program TC-EGV-2E: *Maintain a working group with MTD, the Association of Governments, the Airport, and UCSB to study the potential for the creation and joint-funding of affordable electric or other "clean-air" shuttle service and, if found feasible, implement such a system along Community Corridors.*

Action TC-EGV-2F: *Support and pursue the location of a train/light rail station in Goleta Valley, designed to connect to neighborhood and commercial nodes where feasible. Appropriate potential locations include:*

- ❖ *Intersection of Hollister Avenue and Modoc Road*
- ❖ *Ben Page Youth Center and County Calle Real Administration Campus*
- ❖ *Junction of US Hwy 101 and Turnpike Road north-west of the Turnpike Center*

Streetscape Design and Parking

OBJECTIVE TC-EGV-3: Design the built environment and transportation system to improve local air quality, climate, and aesthetics, and to provide sufficient parking for all modes of travel.

Policy TC-EGV-3.1: Commercial development, mixed-use neighborhoods, employment centers, and public transit centers shall provide sufficient vehicle and bicycle parking for employees and patrons.

Policy TC-EGV-3.2: As feasible, the County shall purchase vacant properties as needed for potential use as public parking, or bus turnout areas, where the purchase would help to alleviate traffic congestion and support economic vitality and development. Public parking lots should provide facilities for electric vehicle charging stations where feasible.

Program TC-EGV-3A: Streetscape and Building Frontage Design: *Develop and implement a program to fund and maintain streetscape and landscape improvements of the Community Corridors as part of Complete Streets improvements. The following design elements shall be considered for Community Corridors:*

- ❖ *Street tree canopy and landscaped medians*

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- ❖ *Landscape buffers between automobile traffic and pedestrian traffic*
- ❖ *Landscape design in public-private interface areas to create a coordinated transition*
- ❖ *Street furniture and decoration, such as bus stop shelters, planter boxes, benches, lighting, and trash/recycling containers, decorative paving, and signage*
- ❖ *Public parking lots and other solutions that are low-impact, convenient, and alleviate traffic congestion and support economic development*
- ❖ *Utilities that are shielded or designed to blend into the streetscape design*

- Policy TC-EGV-3.3:** A range of parking solutions, such as underground garages, lifts, and shared lots, shall be considered for commercial and mixed-use structures, properties, and neighborhoods to address parking demand.
- Policy TC-EGV-3.4:** Local roadways should be designed to enhance safety and attractiveness to all users of the roadway.
- DevStd TC-EGV-3A:** *Street lighting shall be designed and oriented to illuminate sidewalks, crosswalks and other pedestrian facilities to enhance the safety and attractiveness of walking.*
- DevStd TC-EGV-3B:** *Roadways should be designed and improved appropriately to discourage speeding through residential neighborhoods and school zones. Installations to control speeds should be considered including, but not limited to:*
- *Speed humps and tables.*
 - *Landscaped bulb outs and/or center medians.*
 - *Reduced travel lane widths.*
- Policy TC-EGV-3.5:** The County shall strive to ensure posted speed limits in residential neighborhoods are enforceable and set in a manner that maximizes the safety of the residents, pedestrians and cyclists. A posted speed limit may necessitate appropriate traffic calming measures to implement and enforce lower posted speed limits.
- Policy TC-EGV-3.6:** The County should continue to work with state and local officials to allow flexibility for local jurisdictions to define roadway classifications and set enforceable speed limits for local roadways.

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- Policy TC-EGV-3.7:** The County should support the use of reclaimed/recycled water for all landscaping projects within the County right-of-way, if reclaimed water is reasonably available.
- Policy TC-EGV-3.8:** Transportation planning and projects shall be designed and constructed respective of environmental resources and constraints and consistent with the policies of the EGVCP (see also, Section IV: Environmental Resources and Constraints).
- DevStd TC-EGV-3C:** *(INLAND) Roadway maintenance, widening or new construction should be designed to accommodate restoration and preservation of Environmentally Sensitive Habitat (ESH), Riparian Corridors (RC), and other habitat areas.*
- DevStd TC-EGV-3C:** *(COASTAL) Widening or new construction of roadways shall be sited and designed to avoid the Goleta Slough and Environmentally Sensitive Habitat (ESH) so that these resources are preserved and, where appropriate, enhanced. Maintenance of roadways shall avoid the Goleta Slough and ESH areas to the maximum extent feasible.*

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IV. ENVIRONMENTAL RESOURCES AND CONSTRAINTS

A. GENERAL RESOURCES AND CONSTRAINTS

Eastern Goleta Valley is situated between the headwaters and the marine outlets of South Coast watersheds and sub-basins, including Atascadero, Cieneguitas, and Maria Ygnacio creeks. As such, land use and development decisions for Eastern Goleta Valley are made in context of the relationship between the built and natural environment from the headwaters through the tributaries and creeks, to the wetlands and floodplains, and finally to the marine environment of the Santa Barbara Channel. In this regard, land use and development respects the constraints and protects the resources of the natural environment based on the ecological function of local watersheds.

The natural environment provides invaluable resources for the community, such as air, water, habitats for local and migratory species, aesthetic beauty and vistas, and recreational opportunities to connect people with the outdoors. Land use and development decisions are made to preserve and enhance these resources beyond the life of the Community Plan and into perpetuity. The natural environment also has inherent hazards, such as floods, wildfires, erosion, and earthquakes. By restricting development in high risk areas, land use and development decisions avoid and do not exacerbate the severity of known natural hazards.

The policies of the Environmental Resources and Constraints section are intended to determine land use and development patterns based on the location and function of local watersheds, inclusive of their ecological, biological, hydrologic, and geologic values. This approach allows for conservation and long-term protection of watershed resources. In short, land use decisions made upstream should consider the impacts downstream. Additionally, this approach recognizes the potential risks and hazards of Eastern Goleta Valley. Potential for floods, wildfires, noise from transportation, hazardous spills and leaks, and "visual pollution" from unsightly and/or inappropriate structures and other development are considered constraints to development in this community plan.

Land Use and Development Policies and Implementation Strategies

GOAL #10. THE COMMUNITY'S NATURAL RESOURCES ARE PROTECTED, CONSERVED, AND RESTORED, AND ENVIRONMENTAL CONSTRAINTS ARE RESPECTED.

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OBJECTIVE ENV-EGV-1: Protect undeveloped contiguous habitat areas from sprawl, leap-frog development, and encroachment by urban uses to preserve and enhance environmental resources.

Policy ENV-EGV-1.1: Restrict urban-style development to the Urban Area, prioritizing infill and redevelopment strategies, to protect coastal and rural area environmental resources.

B. AIR QUALITY AND GLOBAL CLIMATE CHANGE

Global Climate Change and Local Response

Air pollution can have serious consequences for the health of human beings and also affects natural ecosystems. In particular, air pollution often contains greenhouse gases (GHGs) which work in the same way as the glass in a greenhouse to trap heat within the earth's atmosphere. Santa Barbara County is committed to reducing its air pollution and greenhouse gas (GHG) emissions to meet state mandates and local objectives and has developed guiding principles to align County decision-making with the objectives of the State to address climate change.

With regard to land use and its role in GHG and air pollution reductions, determining how and where the urban environment is developed plays a major role in air quality. For example, buildings that are not energy efficient contribute negatively to air quality. Likewise, land use patterns that isolate residential uses from destinations require increased vehicle trips and miles traveled on local roadways. Taken together, land use planning is one important component of a sustainable community to ensure long-term air quality and climate change solutions.

Accordingly, land use and development patterns that reduce the number of vehicle trips and distance of vehicle trips regionally are prioritized. To do so, this Plan provides for residential, commercial, and recreational development that is compact and interconnected by multimodal transportation infrastructure. As a result, residents, business owners, and visitors will have safe and accessible opportunities to get from here to there without the use of a motor vehicle or with a shorter distance traveled by motor vehicle.

Additionally, this Plan prioritizes resource efficiency, including energy, solid waste, and water usage, in all development to reduce the GHG and air pollution contributions from the built environment. The built environment, when designed and constructed to be energy and resource efficient, is an important part of a sustainable community. Techniques and technologies to effectuate this type of built environment include, but are not limited to, the following:

- Energy efficient and low-emission residential and commercial water heaters and space heaters
- Solar panels for residential energy production and water heating systems and other facilities and/or the use of “on-demand” water heaters
- Low-flow water fixtures
- Non-toxic and sustainably sourced building materials
- Passive solar cooling/heating
- Natural lighting
- Non-volatile or non-polluting materials for public improvements

- Energy efficient appliances
- Energy efficient lighting
- Urban forestry and tree planting programs
- Landscaping to shade buildings and parking lots
- Sidewalks and bike paths to increase non-vehicle trips
- Convenient secure bus stops to increase appeal and use of public transportation
- Commercial services located within walking distance of neighborhoods

Health Effects of Air Pollution

In addition to impacts on the natural environment and the global climate, air pollutants have health effects on humans in the built environment. Effects range from eye irritation to respiratory diseases such as emphysema or asthma. Carbon monoxide (CO), ozone (O₃), and mono nitrogen oxides (NO_x), when absorbed into the bloodstream, reduce the oxygen carrying ability of hemoglobin. Suspended particulate matter can trigger respiratory diseases such as asthma, bronchitis, and lung cancer.

Air quality is affected by urban and industrial developments (stationary sources) and motor vehicles (mobile sources). As in most urban areas, high short term concentrations of carbon monoxide (CO), known as "hot spots," can be a problem in Eastern Goleta Valley. Hot spots typically occur in areas of high motor vehicle use, such as in parking lots, at intersections, and along freeways. In addition to the County's goals for GHG reduction, these reductions also correlate to the reduction of impacts to human health from air pollution locally. By reducing the total number of average daily vehicle trips, the number of vehicle miles traveled, and the contribution of GHGs and other air pollutants from development, this plan addresses impacts to the global climate and local public health, safety, and quality of life.

Please note that Air Quality is also addressed through recommendations in the Transportation and Circulation section of this Plan.

Land Use and Development Policies and Implementation Strategies

GOAL #11. LOCAL LAND USE AND DEVELOPMENT DO NOT CONTRIBUTE ADVERSELY TO REGIONAL AIR QUALITY OR GLOBAL CLIMATE CHANGE.

OBJECTIVE AQ-EGV-1: Reduce locally-produced air pollution and greenhouse gases.

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- Policy AQ-EGV-1.1:** The County shall impose appropriate restrictions on construction activities associated with development to avoid deterioration of air quality.
- DevStd AQ-EGV-1A:** *Development shall minimize the generation of pollution and fugitive dust during construction.*
- Policy AQ-EGV-1.2:** The County shall support transportation plans and land use patterns that reduce vehicle trips and total vehicle miles traveled.
- Policy AQ-EGV-1.3:** The County shall require development to minimize energy needs and air pollution generated during construction and operational phases.
- DevStd AQ-EGV-1B:** *The County shall require energy and resource-conserving designs and/or techniques.*
- DevStd AQ-EGV-1C:** *The County shall implement those land use patterns and transportation programs which will serve to reduce vehicle trips and total vehicle miles traveled. This includes, but is not limited to the following:*
- *Include design features to encourage alternate transportation modes.*
 - *For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.*
 - *For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.*
 - *For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities.*
 - *For carpools and vanpools: preferential parking.*
 - *Provide incentives, such as fee reduction, for transit service enhancements to serve the project (express bus service, bike racks on buses).*
 - *Bikeway improvements.*
 - *Pedestrian improvements serving the project (addition of sidewalks, pedestrian crossings).*

DevStd AQ-EGV-ID:

To reduce overall trip generation and associated air contaminant emissions, future commercial tenants requiring more than fifty employees shall be required to work with Traffic Solutions, a division of SBCAG, to establish and maintain an employee trip reduction program. Traffic Solutions aims to reduce traffic congestion, air pollution, and vehicle miles driven in the County partly by promoting cooperation between businesses, government agencies, and community groups and individuals and to expand commuter program participation (Traffic Solutions 2007). Traffic Solutions provides free employee trip reduction services for employers, including employee surveys, employee education, automated commuter matching, and regional transit solutions. The employee trip reduction program implemented by future tenants should be informed by consultation with Traffic Solutions and should include the following elements:

- Install bicycle racks and/or bicycle lockers at a ratio of one bicycle parking space for every ten car parking spaces for customers and employees.*
- Post carpool, vanpool and transit information in employee break/lunch areas.*
- Employ or appoint an Employee Transportation Coordinator.*
- Implement a Transportation Choices Program. Project applicants should work with the Transportation Choices Coalition partners for free consulting services on how to start and maintain a program. Contact Traffic Solutions.*
- Provide for shuttle/mini bus service.*
- Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc.*
- Implement compressed work schedules.*
- Implement telecommuting program.*
- Implement a lunchtime shuttle to reduce single occupant vehicle trips.*
- Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.*
- Provide on-site eating, refrigeration, and food-vending facilities to reduce employee lunchtime trips.*
- Provide preferential carpool and vanpool parking spaces.*

EASTERN GOLETA VALLEY COMMUNITY PLAN

- *Provide shower and locker facilities to encourage employees to bike and/or walk to work (typically one shower and three lockers per every 25 employees).*
- *Provide off-site improvements to offset contaminant emissions, including: retrofitting existing homes and businesses with energy-efficient devices, replacing transit or school buses, contributing to alternative fueling infrastructure, and/or improving park and ride lots.*

Policy AQ-EGV-1.4: The County should continue to work with state and local officials to reduce air pollution attributable to marine shipping routes off the coast of Eastern Goleta Valley.

OBJECTIVE AQ-EGV-2: Protect sensitive populations from air pollution.

Policy AQ-EGV-2.1: Sensitive receptor populations shall be protected from sources of air pollution.

DevStd AQ-EGV-2A: *Development that provides housing or care facilities shall establish adequate buffers from sources of air pollution. Future projects shall be designed to minimize exposure to roadway-related pollutants, and exposure shall be mitigated to the maximum extent feasible. Design features may include but not be limited to maximizing the distance between the roadway and sensitive receptors, locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open. Mitigation measures may include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting).*

DevStd AQ-EGV-2B: **Ventilation Systems:** *Ventilation systems that are rated at Minimum Efficiency Reporting Value of “MERV13” or better for enhanced particulate removal efficiency shall be provided on all residential units located within 500 feet of U.S. 101. The residents of these units shall also be provided information regarding filter maintenance/replacement. The County Permit Compliance staff shall ensure that the aforementioned requirements are included on plans submitted for approval of any Land Use and Building permits and shall verify compliance onsite prior to occupancy clearance. Staff shall also review the future Covenants, Conditions, and Restrictions (CC&Rs) for inclusion of guidelines pertaining to the proper maintenance/replacement of filters.*

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DevStd AQ-EGV-2C:

Air Quality Disclosure Statement: Future project applicants of residential developments within 500 feet of U.S. 101 shall provide an Air Quality Disclosure Statement to potential buyers of units, summarizing the results of technical studies that reflect a health concern resulting from exposure of children to air quality emissions generated within 500 feet of the freeway. The future project applicant shall provide this disclosure statement as part of the project CC&Rs to County Counsel and Planning & Development to verify the disclosure statement is fair and adequate. The disclosure shall be reviewed and approved prior to any Land Use and Building permits. The County Permit Compliance staff shall verify that the Air Quality Disclosure Statement has been incorporated into the CC&Rs prior to sale of homes. Planning & Development shall review and approve the statement for objectivity, balance, and completeness.

DevStd AQ-EGV-2D:

An Odor Abatement Plan (OAP) shall be submitted as part of a permit application for projects anticipating significant odors. The SBCAPCD inspectors are required to respond to public nuisance under the SBAPCD Rule 303, and may review the OAP for adequacy in mitigating potential nuisance odor impacts from a project. OAPs should include the following elements:

- a) Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints.
- b) Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond.
- c) Description of potential odor sources at the facility.
- d) Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment.
- e) Contingency measures to curtail emissions in the event of a public nuisance complaint.

DevStd AQ-EGV-2E:

Wood-burning Fireplaces: No wood-burning fireplaces shall be included in the design of future development. Only natural gas fireplaces shall be permitted.

C. WATERSHED ECOLOGY: HYDROLOGY, BIOLOGY, AND GEOLOGY

Watershed-Based Land Use Planning

Watershed-based land use planning is making land use and development decisions based on the studied relationship and impact to the health of a watershed system. A watershed system consists of an area's ecology, hydrology, geology, and habitat networks that follow the natural flow of water from headwaters to outlet. Each stage of a watershed provides a functional component of the natural hydrologic cycle that, when disrupted or damaged, degrades the entire system and its coincident natural systems. Watershed-based planning also acknowledges the interconnectedness of the natural environments and habitats for local and migratory species that depend on the continuity and sustainability of these resources for their survival, as well as the inherent natural hazards.

Considering the position of Eastern Goleta Valley over watershed sub-basins of Atascadero Creek, Maria Ygnacio Creek, and Cieneguitas Creek, land use and development patterns have been designed to preserve and enhance the natural environment and the resources provided by these natural systems.

This EGVCP and the policies herein are provided to maintain the ecological continuity of habitats of these watershed systems to the maximum extent feasible. Environmentally sensitive habitat areas and riparian corridors are identified and protected through policies that balance the preservation of natural resources with land use needs and hazard mitigation. Taken together, this balance is critical to healthy, functional watershed systems from local headwaters to the Santa Barbara Channel and the marine environment. This EGVCP and the policies herein are designed to provide direct and indirect protection to the key features of the habitats based on watershed features, as well as maintain and create important linkages between systems.

Hydrology, Flooding, Drainage, and Stormwater Runoff

Watershed resources and the hydrology of stream channels and wetlands are important natural resources providing biologic habitats and local water supply. Watershed hydrologic systems also pose potential hazards to life, property, and ecological values. For example, areas located near major creeks, such as Cieneguitas, Maria Ygnacio, and Atascadero Creeks, are subject to potential flood hazard within the urbanized portion of the planning area. It is County policy to avoid exposing development to flood hazards to reduce the need for flood control protective works and resulting alteration of stream and wetland environments by regulating development within the 100-year floodplain.

However, even where development is sited outside of the 100-year floodplain or on raised fill, certain locations along the area's streams and creeks are susceptible to erosion hazards from high flow and may require additional protection from flooding. Such protection typically involves the installation of bank protection improvements (for example, pipe and wire revetment, gabions, etc.) and in-stream flood control maintenance activities such as vegetation trimming/clearing, sediment removal, etc. While these measures would provide increased protection from flooding, they could also create potentially significant impacts to biological resources.

The quality of water flowing through local watersheds is also an area of concern. Stormwater and urban runoff can be contaminated with pollutants found in the built environment, such as oils, paints, dirt, debris, and other toxic substances. Avoiding the introduction of contaminated runoff to local waterways is an important goal of this community plan.

It is the County's standard practice and the design of the Plan for all development to minimize exposure to flood hazards and avoid the use of channel improvements. Also, the reduction of pollutants in local waterways from water runoff is a major objective. Taken together, this Plan minimizes the need for increased cost and maintenance and avoids the resultant disruption and pollution of natural stream and wetland habitats to the maximum extent feasible.

Land Use and Development Policies and Implementation Strategies

GOAL #12. WATER RUNOFF IS CLEAN AND NOT HARMFUL TO WATERSHED AND MARINE HABITATS.

OBJECTIVE HYD-EGV-1: Minimize pollution of streams, sloughs, drainage channels, groundwater basins, estuaries, the ocean and areas adjacent to such waters.

Policy HYD-EGV-1.1: Introduction of contaminated urban and agricultural runoff into all coastal waters, including sloughs, rivers, streams, coastal wetlands and intertidal areas, shall be eliminated or minimized.

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DevStd HYD-EGV-1A: *Bioswales or other type of biofilters shall be installed in paved areas to catch and filter urban runoff prior to reaching watersheds, stream habitat, storm sewer, and other waterways. If bioswales are deemed infeasible, sedimentation, silt, and grease traps shall be considered as alternative solutions to catch and filter urban runoff. Filters shall address short-term construction and long-term operational runoff.*

DevStd HYD-EGV-1B: *Washing of concrete, paint, heavy equipment, or other hazardous materials shall be allowed only in areas where polluted water can be contained and treated during construction and in industrial settings.*

Policy HYD-EGV-1.2: Untreated outfalls should avoid or be relocated out of Environmentally Sensitive Habitat and riparian areas.

OBJECTIVE HYD-EGV-2: Minimize potential flood hazards.

Policy HYD-EGV-2.1: Adequate setbacks from floodways and flood hazards shall be required.

Policy HYD-EGV-2.2: Setbacks of a minimum of 50 feet from top of bank but adjusted upward as needed to adequately protect life and property from potential flood hazards shall be required as determined by County Flood Control.

DevStd HYD-EGV-2A: *(INLAND) A Hydrologic/Hydraulic Report shall be prepared by Registered Civil Engineer for any development within a floodplain that requires channel improvements. Said Hydrologic/Hydraulic Report shall be submitted to the County Flood Control District and P&D for review and approval. Channel improvements shall be sufficient to convey the 100-year discharge, or applicable discharge deemed appropriate by the County Flood Control District, and shall allow for revegetation of creek banks. Any creek revegetation plans shall be reviewed and approved by P&D and County Flood Control. Revegetation plans shall provide for complete revegetation of the creek banks and top of banks with appropriate native species consistent with the policies of this Plan.*

DevStd HYD-EGV-2A: *(COASTAL) A Hydrologic/Hydraulic Report shall be prepared by a Registered Civil Engineer for any development within a floodplain that requires improvements within a creek channel. Said Hydrologic/Hydraulic Report shall be submitted to the County Flood Control District and P&D for review and approval.*

Improvements within a creek channel shall be consistent with Policy HYD-EGV-2.3, DevStd HYD-EGV-2B and DevStd HYD-EGV-2C and sufficient to convey the 100-year discharge, or applicable discharge deemed appropriate by the County Flood Control District, and revegetation shall be required for any areas of riparian vegetation and creek banks disturbed by the approved improvements. Any creek revegetation plans shall be reviewed and approved by P&D and County Flood Control. Revegetation plans shall provide for complete revegetation of the creek banks and top of banks with appropriate native species consistent with the policies of this Plan.

DevStd HYD-EGV-2B: ***(INLAND)*** Natural building materials such as rock, heavy timber, and erosion control shrubs and wire revetment planted with native or naturalized plants shall be used wherever possible in replacing or constructing flood control infrastructure.

DevStd HYD-EGV-2B: ***(COASTAL)*** New flood control protection shall be the least environmentally damaging alternative that achieves flood protection objectives consistent with all applicable policies of the Local Coastal Program and shall consider less intrusive solutions as a first priority over engineering structural solutions. Less intrusive measures (e.g., biostructures, vegetation, and soil bioengineering) shall be preferred for flood protection over “hard” solutions such as concrete or riprap channels. “Hardbank” measures (e.g., use of concrete, riprap, gabion baskets) or channel redirection may be permitted only if all less intrusive flood control efforts have been considered and have been found to be infeasible.

DevStd HYD-EGV-2C: ***(COASTAL)*** Channelizations or other substantial alterations of streams shall be prohibited except for: 1) necessary water supply projects where no feasible alternative exists; 2) flood control projects for existing development where necessary for public safety and there is no other feasible alternative, or 3) the improvement of fish and wildlife habitat. Any channelization or stream alteration permitted for one of these three purposes shall minimize impacts to coastal resources, including ESH and the depletion of groundwater, and shall include maximum feasible mitigation measures to mitigate unavoidable impacts. Bioengineering

alternatives shall be preferred for flood protection over “hard” solutions such as concrete or riprap channels.

Policy HYD-EGV-2.3: (INLAND) As part of its on-going maintenance operations, the County Flood Control District shall minimize impacts to stream channels where feasible and consistent with sound flood control practices, and incorporate mitigation measures from the Flood Control Maintenance Program Environmental Impact Report (PEIR) to restore channels and stream banks. The District should incorporate and project costs for these efforts into County budget planning.

Policy HYD-EGV-2.3: (COASTAL) As part of its on-going maintenance operations, the County Flood Control District shall minimize impacts to stream channels to the maximum extent feasible and consistent with sound flood control practices, and incorporate mitigation measures to restore channels and stream banks and mitigate unavoidable adverse impacts to coastal resources to the maximum extent feasible. The District should incorporate and project costs for these efforts into County budget planning.

Ecology, Biology and Habitats

While about a third of Eastern Goleta Valley provides habitat for people in the built environment of the Urban Area, much of Eastern Goleta Valley provides habitat for local and migratory species, both plant and animal. Habitat areas generally exist on the periphery of the Urban Area, predominantly in the rural mountainous foothill areas and along the coast, but also through corridors connecting these peripheral areas. These habitats or wildlife corridors follow the riparian vegetation of the area's creeks, waterways, and wetlands; the watersheds provide the network between habitat areas. Non-contiguous habitat disrupts animal movement patterns, disables foraging viability, interrupts seed dispersal routes, and increases vulnerability of species to weed invasion or local hazards such as fire, flooding, disease, etc. Eastern Goleta Valley contains diverse inter-related habitats. Examples include the offshore marine environment, coastal strand, coastal dune, coastal estuaries, various kinds of scrub and woodland habitats, and freshwater streams. It is important to recognize the relationships between, as well as within, these communities when planning and regulating urban and agricultural development. As a valuable local resource, habitat protection and enhancement for the sake of Eastern Goleta Valley's non-human residents is a key objective of this Plan.

The Conservation Element of the Comprehensive Plan identifies a number of ecological systems for the Goleta Planning Area. This document further defines "Species and Ecological

Communities of Particular Value." The County's Coastal Land Use Plan (CLUP) designates certain biotic communities as "Environmentally Sensitive Habitat" (ESH). ESH designated areas are afforded specific protections detailed in the County's land use planning policies, as set forth in the Comprehensive Plan and CLUP, and in both coastal and inland zoning ordinance regulations. The EGVCP contains additional ESH overlay areas and associated habitat protections in the urban and mountainous areas of the community (Figure 22), as well as protection for riparian corridors in the rural agricultural zone districts under the Riparian Corridor Overlay District. Additionally, Atascadero Creek is delineated as a 'greenway' to emphasize the creek's importance as a wildlife corridor from Goleta Slough to the San Marcos Foothills (Figure 23) and to provide an opportunity for green infrastructure improvements consistent with Section III: Public Services and Facilities.

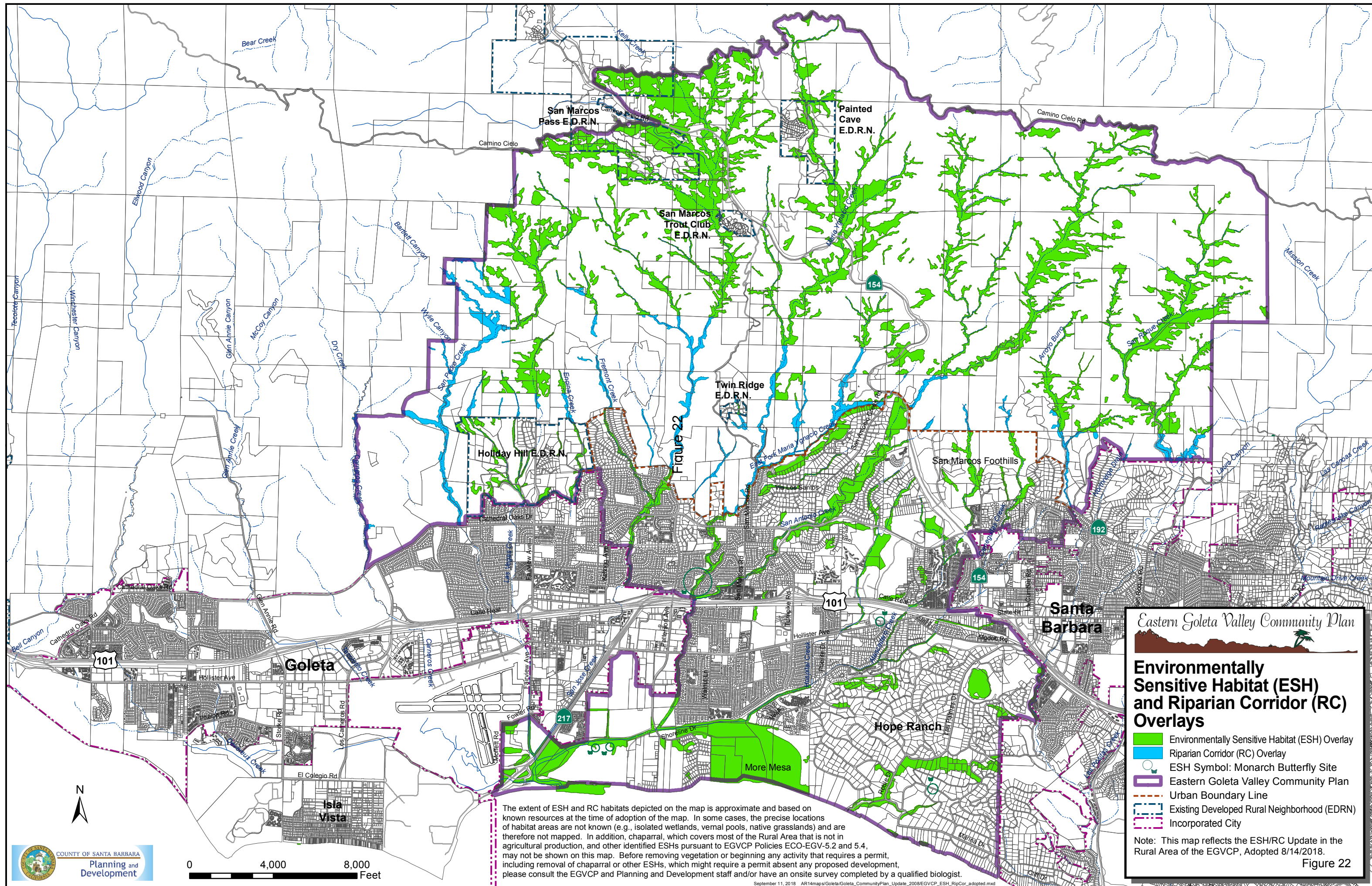
The EGVCP is designed to protect habitat and wildlife corridors from the impacts of development; that is, development under this Plan is restricted to infill of the existing Urban Area that is suitable for development. Additionally, the Urban Area boundary prevents urban development in the Rural Area (see also, Section II.A: Planning Area Boundary and Permitted Uses). This approach avoids impacts to habitat areas in the foothills and prevents sprawling urbanization and leap-frog development patterns. Within the Urban Area, infill development is prioritized in the core of the community and away from coastal areas to protect coastal habitat resources. Additionally, the policy framework protects specific habitat types, including the environmentally sensitive habitats and riparian corridor habitats, from the impacts of development on a case-by-case basis. Measures such as buffers, setbacks, green infrastructure, and resource replacement ratios provide protection of biological resources and habitats. Taken together, the objective for Eastern Goleta Valley's natural environment is to preserve the existing resources and enhance these resources whenever possible.

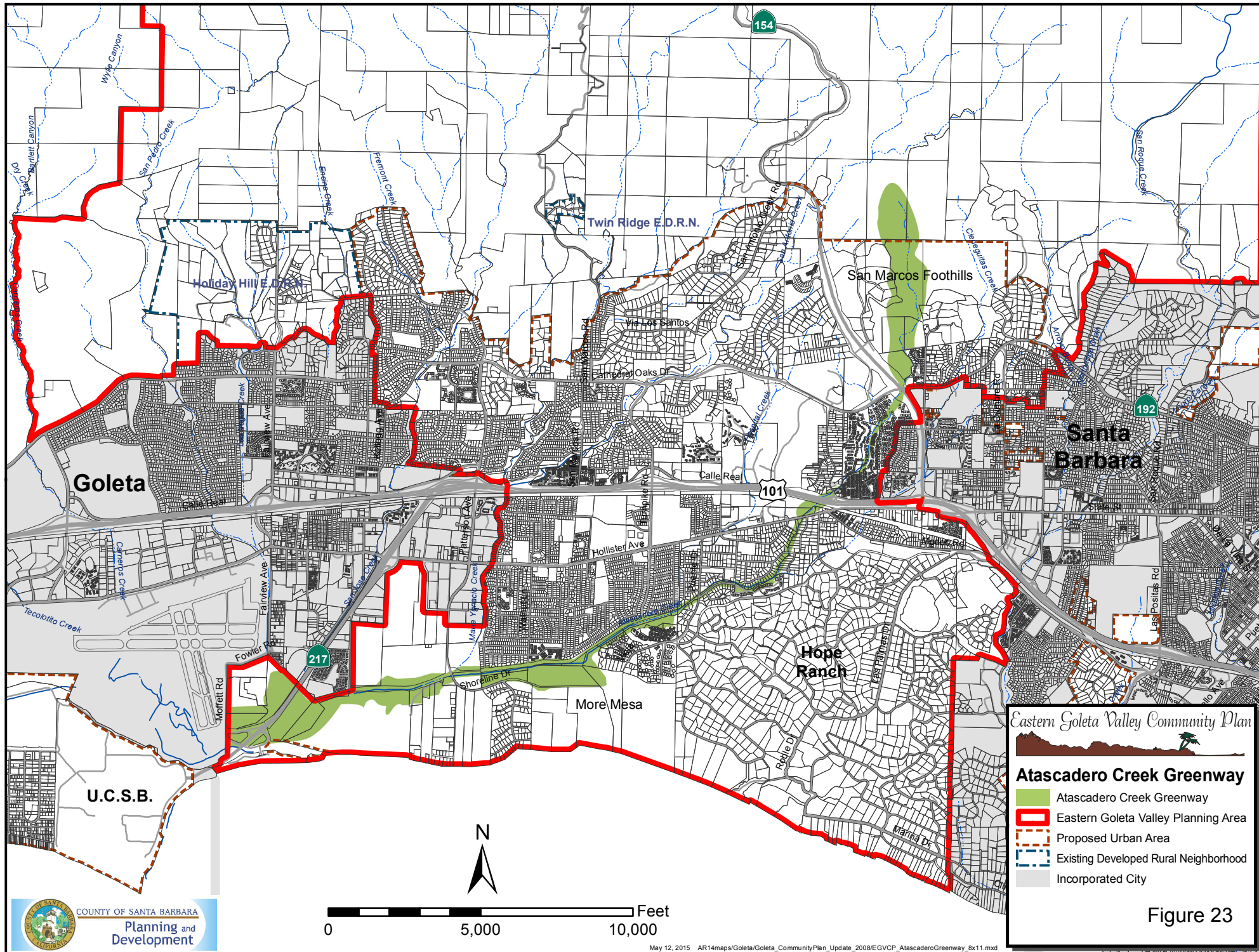
Land Use and Development Policies and Implementation Strategies

GOAL #13. THE ECOLOGICAL AND BIOLOGICAL RESOURCES OF LOCAL WATERSHEDS ARE PRESERVED, BALANCED, AND THRIVING, RIDGELINE TO SHORE.

OBJECTIVE ECO-EGV-1: Preserve and enhance the watershed ecosystems of Eastern Goleta Valley.

Policy ECO-EGV-1.1: The County shall designate and provide protection to important or sensitive environmental resources and habitats in Eastern Goleta Valley.





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- Policy ECO-EGV-1.2:** The County shall adhere to and incorporate the following priorities for the protection of ecological and biological resources:
- Preservation and/or enhancement of existing natural resources.
 - Maintenance of habitat continuity and wildlife corridors.
 - Establishment, enlargement, and restoration of ecological preserves and wildlife corridors.
 - Long-term protection of regional ecosystems.
 - Protection and/or enhancement of critical habitats for endangered, threatened, and sensitive biota.
 - Enhancement or restoration of degraded habitats, including active removal and management of invasive non-native species.
 - Active management of preserves, open space and/or conservation easements.
 - Active management of natural areas to diminish fire hazard while sustaining natural resources and values, such as habitat areas and hydrologic function, through management of fuel loads or other appropriate measures (see also, Section III.C: Public Safety).
 - Land use and development patterns that minimize or alleviate the impact to the natural environment and improve Eastern Goleta Valley's urban ecology.

General Biological and Ecological Resource Protection and Enhancement

OBJECTIVE ECO-EGV-2: Preserve and enhance the vitality of biological resources of Eastern Goleta Valley.

Policy ECO-EGV-2.1: Open space and conservation easements should be considered effective methods to preserve important biological resources and habitats.

Policy ECO-EGV-2.2: The use of native, drought-tolerant, and/or fire-resistant plants shall be strongly encouraged in landscaping and restoration projects, especially in parks, buffers adjacent to native habitats and in designated open space.

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- Policy ECO-EGV-2.3:** Where sensitive plant species and sensitive animal species are found pursuant to the review of a discretionary project, the habitat in which the sensitive species is located shall be preserved to the maximum extent feasible. For the purposes of this policy, sensitive plant species are those species that appear on the County's list of locally rare, generally rare, or endangered plants, and the California Native Plant Society's Inventory of Endangered Vascular Plants of California. Sensitive animal species are defined as those animal species identified by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service and/or are listed in Tate's The Audubon Blue List (birds).
- DevStd ECO-EGV-2A:** *(INLAND) If potentially suitable habitat exists for sensitive plant species, prior to any grading or vegetation clearing for future projects in the Plan area, focused rare plant surveys shall be conducted during the appropriate time of year to optimize detection of potentially occurring rare plants. Focused surveys shall be conducted in accordance with the County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2008 and any subsequent revisions) and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species.*
- DevStd ECO-EGV-2A:** *(COASTAL) If potentially suitable habitat exists for sensitive plant species, prior to permit approval and the commencement of approved development onsite focused sensitive plant surveys shall be conducted during the appropriate time of year to optimize detection of potentially occurring sensitive plants. Focused surveys shall be conducted in accordance with applicable county and resource agency survey protocols to determine the potential for impacts resulting from the project on these species.*
- DevStd ECO-EGV-2B:** *(INLAND) Where appropriate and feasible, as determined by County staff, if potentially suitable habitat or critical habitat exists for sensitive wildlife species on or adjacent to a project site, prior to any grading or vegetation clearing for future projects in the Plan area, focused presence/absence surveys shall be conducted in accordance with the County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2008 and any subsequent revisions) to determine the potential for impacts resulting from the project on these species.*

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DevStd ECO-EGV-2B: *(COASTAL) If potentially suitable habitat or critical habitat exists for sensitive wildlife species on or adjacent to a project site, prior to permit approval and the commencement of approved development onsite, focused presence/absence surveys shall be conducted in accordance with applicable county and resource agency protocols to determine the potential for impacts resulting from the project on these species.*

DevStd ECO-EGV-2C: *(INLAND) If sensitive species, suitable nesting habitat, or other sensitive areas are found on or adjacent to a project site in the Plan area and have potential to be impacted by implementation of the project, the following avoidance and mitigation measures would apply:*

- **Fairy Shrimp:** *Direct impacts to vernal pool habitat and species may require permits from USACE, RWQCB, and CDFW (also discussed under Impact BIO-4). Mitigation shall be determined at the project level and be developed in consultation with the County and resource agencies.*
- **Nesting Avian Species:** *If project activities are proposed during the general avian breeding season of January 15 to September 15, the project biologist shall conduct a pre-construction survey for active nests within 100 feet of the development area for species protected by MBTA, and 300 feet for federally listed, state listed, or raptor species, and submit a letter report to County prior to the preconstruction meeting. If active nests are detected, the report shall include mitigation measures including, but not limited to, 1) worker environmental awareness training, 2) biological monitoring during construction activities, and 3) appropriate avoidance buffers and/or nesting season avoidance. If no nesting birds are detected during the pre-construction survey, no mitigation is required. Pre-construction clearance surveys shall be completed as required to comply with the FESA, MBTA, Bald and Golden Eagle Protection Act, California Fish and Game Code, and/or County Regulations.*
- *When determined appropriate and feasible by County staff, a qualified biologist possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit shall conduct presence/absence surveys for federally listed species in areas that support suitable habitat for those species. When deemed*

necessary by County staff, surveys for federally listed species shall be conducted prior to the commencement of any construction. If federally listed species are present on or adjacent to a project site, then the following conditions must be met:

- 1) No clearing, grubbing, grading, or other construction activities shall occur within suitable habitat for federally listed avian species during their respective breeding seasons. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist. Federally listed species that may occur within the Plan area include southwestern willow flycatcher and least Bell's vireo; **and***
- 2) During the breeding seasons for federally listed species, no construction activities shall occur within any portion of the site where construction activities would result in indirect impacts resulting from noise, lighting, or other construction-related activity. Prior to the commencement of construction activities during the breeding season, areas restricted from construction activities shall be staked or fenced under the supervision of a qualified biologist; **or***
- 3) Prior to commencement of the breeding season and construction activities, attenuation measures (e.g., berms, walls, directed and shielded lighting) may be implemented to reduce potential impacts from noise or lighting. If noise attenuation techniques implemented are determined to be inadequate by a qualified biologist, then the associated construction activities shall cease until such time that adequate noise/lighting attenuation is achieved or until the end of the breeding season; **or***
- 4) If an active nest for a federally listed species is located within any portion of the site where construction activities would result in indirect impacts, a qualified biologist will monitor the active nest(s) daily until (1) project activities are no longer in the vicinity of the nest or (2) the fledglings become independent of their nest. If the nest monitor determines that project activities are disturbing or disrupting the nesting activities, the monitor will make practicable recommendations to reduce the noise or disturbance in the vicinity. This may include*

recommendations such as (1) turning off vehicle engines and other equipment whenever possible to reduce noise and (2) working in other areas until the young have fledged. If no construction activity can continue without disturbing nesting activities, the biologist may stop work until young are independent of their nests.

If federally listed species are not detected during the focused survey, the qualified biologist shall submit substantial evidence to the County, which demonstrates whether or not mitigation measures such as noise walls are necessary during the breeding season as follows: If this evidence indicates the potential is high for a federally listed species to be present based on historical records or site conditions, then conditions (2) or (3) shall be adhered to as specified above; and (2) if this evidence concludes that no impacts to federally listed species are anticipated, no further mitigation measures are necessary.

- ***Burrowing Owls:*** *When determined appropriate and feasible by County staff, prior to issuance of construction permits for future projects in the Plan area, a habitat assessment shall be conducted to determine whether or not occupancy surveys are needed. Should burrowing owl habitat or sign be encountered on or within 500 feet of a project site, breeding season surveys would be conducted. If occupancy is determined, site-specific avoidance and mitigation measures would be developed in accordance with the protocol established in the Staff Report on Burrowing Owl Mitigation (State of California 2012). Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys, site surveillance, and the use of buffers, screens, or other measures to minimize impacts during project activities.*
- ***California Red-legged Frog:*** *When determined appropriate and feasible by County staff, prior to issuance of construction permits for future projects on rural parcels proposed for development that are located within the species' range or within 1.2 miles of known occurrences or potential breeding habitat for this species, USFWS protocol habitat assessments for California red-legged frog shall be conducted by qualified biologists. This includes agricultural conversion of rangeland if that requires a Land Use Permit for grading. Projects which*

are proposed on parcels that are completely surrounded by development on all sides (e.g., urban parcels) are generally not subject to this survey requirement based on the assumption that these urban areas are not suitable habitat for California red-legged frog. Habitat assessments and field surveys shall be conducted in accordance with current USFWS guidelines (USFWS 2005 at the time of this report preparation).

DevStd ECO-EGV-2C:

(COASTAL) *If sensitive species, suitable nesting habitat, or other sensitive areas are found on or adjacent to a project site in the Plan area and have potential to be impacted by implementation of the project, the following avoidance and mitigation measures would apply:*

- ***Fairy Shrimp:*** *Direct impacts to vernal pool habitat and species may require permits from USACE, RWQCB, and CDFW. Mitigation shall be determined at the project level and be developed in consultation with the County and resource agencies.*
- ***Nesting Avian Species:*** *If project activities are proposed during the general avian breeding season of January 15 to September 15, the project biologist shall conduct a pre-construction survey for active nests within 500 feet of the construction area and submit a letter report to County prior to the preconstruction meeting. If active nests are detected, clearing and construction within a minimum of 300 feet shall be postponed until the nest(s) is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. If an active raptor or rare, threatened, endangered, or species of special concern bird nest is found, clearing and construction within a minimum of 500 feet shall be postponed until the nest(s) is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. The report submitted to the County shall include mitigation measures including, but not limited to, 1) worker environmental awareness training, 2) daily biological monitoring during construction activities, and 3) the locations of flags and/or stakes to provide the appropriate avoidance buffers. If no nesting birds are detected during the pre-construction survey, no mitigation is required. The project biologist shall continue to perform site surveys during all construction activities to detect any nesting birds that may nest on the project site after the pre-construction survey. Pre-construction clearance surveys shall be completed*

as required to comply with the FESA, MBTA, Bald and Golden Eagle Protection Act, California Fish and Game Code, and/or County Regulations. If the biological monitor determines that project activities are disturbing or disrupting the nesting activities, the monitor will make recommendations to County staff to reduce the noise or disturbance in the vicinity. This may include recommendations such as (1) turning off vehicle engines and other equipment whenever possible to reduce noise, (2) working in other areas until the young have fledged and (3) stopping work until young are independent of their nests.

- *A qualified biologist possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit shall conduct protocol level focus surveys for state and federally listed species in areas that support suitable habitat for those species. Surveys for state and federally listed species shall be conducted prior to permit approval and the commencement of approved development onsite. If state and federally listed species are present on or adjacent to a project site, then the following conditions must be met:*
 - 1) *No clearing, grubbing, grading, or other construction activities shall occur within suitable habitat for state and federally listed avian species during their respective breeding seasons. Areas restricted from such activities shall be staked or fenced under supervision of a qualified biologist. State and federally listed species that may occur within the Plan area include southwestern willow flycatcher and least Bell's vireo; **and***
 - 2) *During the breeding seasons for state and federally listed species, no construction activities shall occur within any portion of the site where construction activities would result in indirect impacts resulting from noise, lighting, or other construction-related activity. Prior to the commencement of construction activities during the breeding season, areas restricted from construction activities shall be staked or fenced under the supervision of a qualified biologist; **or***
 - 3) *Prior to commencement of the breeding season and construction activities, attenuation measures (e.g., berms, walls, directed and shielded lighting) may be implemented to reduce potential impacts from noise or lighting. If noise attenuation techniques implemented are determined to be inadequate by a qualified biologist, then the associated construction activities shall cease until such time that*

adequate noise/lighting attenuation is achieved or until the end of the breeding season.

If federally listed species are not detected during the focused survey, the qualified biologist shall submit substantial evidence to the County, which demonstrates whether or not mitigation measures such as noise walls are necessary as follows: If this evidence indicates the potential is high for a federally listed species to be present based on historical records or site conditions, then conditions (2) or (3) shall be adhered to as specified above; and (2) if this evidence concludes that no impacts to federally listed species are anticipated, no further mitigation measures are necessary.

- **Burrowing Owls:** *When determined appropriate by County staff, prior to permit approval and the commencement of approved development in the Plan area, a habitat assessment shall be conducted to determine whether or not occupancy surveys are needed. Should burrowing owl habitat or signs be encountered on or within 500 feet of a project site, breeding season surveys would be conducted. If occupancy is determined, site-specific avoidance and mitigation measures would be developed in accordance with the protocol established in the Staff Report on Burrowing Owl Mitigation (State of California 2012). Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys, site surveillance, and the use of buffers, screens, or other measures to minimize impacts during project activities.*
- **California Red-legged Frog:** *When determined appropriate by County staff, prior to permit approval and the commencement of approved development on rural parcels that are located within the species' range or within 1.2 miles of known occurrences or potential breeding habitat for this species, USFWS protocol habitat assessments for California red-legged frog shall be conducted by qualified biologists. This includes agricultural conversion of rangeland if that requires a Land Use Permit for grading. Projects which are proposed on parcels that are completely surrounded by development on all sides (e.g., urban parcels) are generally not subject to this survey requirement based on the assumption that these urban areas are not suitable habitat for California red-legged frog.*

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Habitat assessments and field surveys shall be conducted in accordance with current USFWS guidelines.

Policy ECO-EGV-2.4: **(INLAND)** Where sites proposed for development contain sensitive or important habitats and areas to be preserved over the long-term, degradation of these habitats shall be avoided to the maximum extent feasible, and demonstrated unavoidable impacts minimized as a component of a project, including, but not limited to, one or more of the following conditions:

- Dedication of onsite open space easements covering habitat areas.
- Onsite habitat restoration programs utilizing appropriate native, drought-tolerant, and/or fire-resistant species.
- Monetary contributions toward habitat acquisition and management.
- Offsite easement and/or restoration of comparable habitat/area when onsite preservation is infeasible.

Policy ECO-EGV-2.4: **(COASTAL)** Where sites proposed for development contain sensitive habitats and impacts to these habitats are unavoidable consistent with Policy ECO-EGV-5.8, degradation of these habitats shall be avoided to the maximum extent feasible, and demonstrated unavoidable impacts minimized as a component of a project, including but not limited to, one or more of the following conditions:

- Dedication of onsite open space easements covering habitat areas.
- Onsite habitat restoration programs utilizing appropriate native, drought-tolerant, and, where appropriate, fire-resistant species propagated from plants in close proximity to the site.
- Offsite restoration and open space conservation (through an easement or other means) of comparable habitat/area when onsite restoration is infeasible.

Policy ECO-EGV-2.5: **(INLAND) Restoration:** In cases where adverse impacts to biological resources cannot be avoided after impacts have been

minimized, restoration shall be required. A minimum replacement ratio of 2:1 shall be required to compensate for the destruction of native habitat areas or biological resources. The area or units to be restored, acquired, or dedicated for a permanent protective easement shall be twice the biological value of that which is destroyed. Restoration may also be required for parcels on which development is proposed and on which disturbance has previously occurred if the currently proposed development would exacerbate the existing impact. Where onsite restoration is infeasible or not beneficial with regard to long-term preservation of habitat, an offsite easement and/or restoration which provides adequate quality and quantity of habitat and will ensure long-term preservation shall be required.

Policy ECO-EGV-2.5: **(COASTAL) Restoration:** In cases where adverse impacts to biological resources as a result of new development cannot be avoided and impacts have been minimized, restoration shall be required. A minimum replacement ratio of 3:1 shall be required to compensate for adverse impacts to native habitat areas and biological resources, except that mitigation for impacts to wetlands shall be a minimum 4:1 ratio. Where onsite restoration is infeasible with regard to long-term preservation of habitat, offsite restoration shall be required.

Policy ECO-EGV-2.6: The County shall ensure the following requirements for any restoration efforts are considered and incorporated into the restoration plan:

- Restoration shall include the appropriate diversity and density of plants native to the locality and shall be propagated from local genetic stock (preferably collected from the site's watershed if feasible, or between Gaviota and Carpinteria, or as determined satisfactory by a qualified biologist).
- Restoration shall incorporate maintenance and monitoring measures to ensure that the remedial action is mitigating permanent remedy of the impact of development.
- When restoration is required, on-site rather than off-site restoration shall be preferred.

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OBJECTIVE ECO-EGV-3: Preserve and enhance the ecological value and function of habitats of Eastern Goleta Valley.

Policy ECO-EGV-3.1: Habitats that shall be preserved and enhanced include, but are not limited to:

- Creeks, streams, and waterways, and fish passage.
- Wetlands and vernal pools.
- Riparian vegetation.
- Wildlife corridors between habitat areas.
- Roosting, nesting, and foraging habitat for bird species.
- Nesting and foraging habitat for subterranean species.

Policy ECO-EGV-3.2: Ecological communities and habitats shall not be fragmented into small non-viable pocket areas by development.

Policy ECO-EGV-3.3: In rural areas and where major wildlife corridors are present in urban areas, development shall not interrupt major wildlife travel corridors within Eastern Goleta Valley. Typical wildlife corridors are provided by drainage courses and similar undeveloped natural areas.

Policy ECO-EGV-3.4: **Atascadero Creek Greenway:** Atascadero Creek shall be considered as a ‘greenway’ and wildlife corridor from its headwaters in the San Marcos Foothills to its outlet at Goleta Slough and Goleta Beach. The greenway is defined generally as a 100-foot buffer from the centerline of the creek, but may be adjusted where appropriate to include biological/hydrological resources consistent with this Plan. Within the buffer, the greenway shall conceptually and functionally protect and enhance the creek corridor’s habitat, hydrologic, and recreational value to the community, including, but not limited to, the installation of passive hiking trails, bike paths, wildlife passage, and pocket parks. (See also, Section III.D: Parks, Recreation, Trails, and Open Space.) Protection, restoration, and enhancement of the greenway shall be encouraged for all development proposed within or adjacent to the greenway consistent with this Plan (Figure 23).

OBJECTIVE ECO-EGV-4: Protect existing forested areas and encourage reforestation to provide habitat, cool the built environment, and provide cleaner air.

Policy ECO-EGV-4.1: **(INLAND) Protecting Existing Trees:** Existing trees in Eastern Goleta Valley shall be preserved to the maximum extent feasible,

prioritizing "protected trees." Protected trees are defined for the purposes of this policy as mature native, naturalized, or roosting/nesting trees that are healthy, structurally sound, and have grown into the natural stature particular to the species. Protected trees include, but are not limited to:

- Oaks (*Quercus agrifolia*).
- Sycamores (*Platanus racemosa*).
- Willow (*Salix* sp.).
- Redwoods (*Sequoia sempervirens*).
- Maples (*Acer macrophyllum*).
- California Bay Laurels (*Umbellularia californica*).
- Cottonwood (*Populus fremontii* & *Populus balsamifera*).
- White Alder (*Alnus rhombifolia*).
- California Walnut (*Juglans californica*).
- Any trees serving as known raptor nesting or key raptor roosting sites.
- Any trees serving as Monarch Butterfly aggregation sites.

Policy ECO-EGV-4.1:

(COASTAL) Protecting Existing Trees: Existing trees in Eastern Goleta Valley shall be preserved to the maximum extent feasible, prioritizing "protected trees." Protected trees are defined for the purpose of this policy as mature native, naturalized, or roosting/nesting trees that do not pose a threat to health and safety. Protected trees include, but are not limited to:

- Oaks (*Quercus agrifolia*).
- Sycamores (*Platanus racemosa*).
- Willow (*Salix* sp.).
- Redwoods (*Sequoia sempervirens*).
- Maples (*Acer macrophyllum*).
- California Bay Laurels (*Umbellularia californica*).
- Cottonwood (*Populus fremontii* & *Populus balsamifera*).
- White Alder (*Alnus rhombifolia*).
- California Walnut (*Juglans californica*).
- Any tree serving as known or discovered raptor nesting and/or raptor roosting sites.

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- Any trees serving as Monarch butterfly habitat, including aggregation sites.

Policy ECO-EGV-4.2: **(INLAND)** All existing "protected trees" shall be protected from damage or removal, except in cases where preservation of trees would preclude reasonable use of a parcel, or threaten life and/or property.

Policy ECO-EGV-4.2: **(COASTAL)** All existing "protected trees" shall be protected from damage or removal to the maximum extent feasible, except in cases where preservation of trees would preclude reasonable use of a parcel, or threaten life and/or property. Where the removal of protected trees cannot be avoided through the implementation of project alternatives, or where development encroachments into the protected zone of protected trees result in the loss or worsened health of the trees, mitigation measures shall include, at a minimum, the planting of replacement trees on-site, if suitable area exists on the project site, at a ratio of 10 replacement trees for every one tree removed. Where on-site mitigation is not feasible, off-site mitigation shall be required.

DevStd ECO-EGV-4A: **(INLAND)** *Where development may damage or destroy existing trees, a Tree Protection Plan shall be required by the County when either the project site contains protected trees per Policy ECO-EGV-4.1, or where threatened protected trees on adjacent properties have drip lines which reach onto the project site. This requirement for a Tree Protection Plan may be modified or deleted where it can be found that no trees (proposed to be retained) would be potentially damaged by the project activities. This decision shall be based on the location of trees and the project's potential to directly or indirectly damage trees through such activities as grading, brush clearing, construction, vehicle parking, supply/equipment storage, trenching or the proposed use of the property. The Tree Protection Plan shall be developed at the applicant's expense and should be prepared by a County approved arborist, biologist, or other qualified professional as determined by the County. The plan shall be approved by P&D prior to issuance of a CDP or LUP. The plan shall be included and considered with all grading and building plans. The County's standard Tree Protection Plan is included in the Standard Mitigation Measures/Standard Conditions Manual.*

- DevStd ECO-EGV-4A:*** *(COASTAL) Where development may adversely impact existing trees, a Tree Protection Plan shall be required by the County when either the project site contains protected trees per Policy ECO-EGV-4.1, or where threatened protected trees on adjacent properties have drip lines which reach onto the project site. This requirement for a Tree Protection Plan may be modified or deleted where it can be found that no trees (proposed to be retained) would be adversely impacted by the development activities. This decision shall be based on the project's potential to adversely impact trees through such activities as grading, brush clearing, construction, vehicle parking, supply/equipment storage, trenching or the proposed use of the property. The Tree Protection Plan shall be developed by a County approved arborist, biologist, or other qualified professional as determined by the County. The plan shall be approved by P&D prior to issuance of a CDP or LUP. The plan shall be included and considered with all grading and building plans.*
- DevStd ECO-EGV-4B:*** *(INLAND) A sufficient permanent buffer shall be established around trees serving as raptor nesting sites or key roosting sites, except in cases where such a buffer would preclude reasonable use of a parcel. The size of the buffer shall be determined by P&D with a qualified biologist based on conditions and needs of individual cases.*
- DevStd ECO-EGV-4B:*** *(COASTAL) A sufficient permanent buffer shall be established around trees serving as raptor nesting sites and/or roosting sites, except in cases where such a buffer would preclude reasonable use of a parcel. The size of the buffer shall be determined by P&D and a qualified biologist based on site conditions and constraints, including a detailed analysis of the nesting and/or roosting sites present and the buffer distance necessary to protect those resources from adverse impacts of the proposed development and the proposed use of the property.*
- DevStd ECO-EGV-4C:*** *To the extent feasible, fuel modification practices involving mature oaks and other native trees shall be limited to removing dead trees and materials, proper pruning, mowing the understory, and limbing up the branches. Fuel modification practices shall not result in the removal or substantial risk of loss of protected trees.*

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Policy ECO-EGV-4.3: **Trees on County-owned Property in the Urban Forest:** The County shall integrate the planting and cultivation of native trees as green infrastructure into capital improvement programming to reforest County-owned lands in Eastern Goleta Valley.

Policy ECO-EGV-4.4: **Trees on Non County-owned Property in the Urban Forest:** Planting and cultivation of native trees to reforest privately-owned lands shall be encouraged. Landscaping plans for development shall be encouraged to include planting and cultivation of native trees in the Urban Area.

***Program ECO-EGV-4A:** Develop, maintain, and modify as needed an Urban Forestry strategy and/or program consistent with the policies and development standards of this Plan.*

***Action ECO-EGV-4B:** As part of the County's Capital Improvement Program, the planting and cultivation of trees shall be considered a priority for public lands, including parks, open spaces, streetscape designs, and County facilities.*

***Action ECO-EGV-4C:** The County should seek federal, state, and private monies to help fund the acquisition, planting, cultivation, and maintenance of the public trees component of the urban forest. Volunteer or community service shall be encouraged to advance the development of an Urban Forest in Eastern Goleta Valley.*

Environmentally Sensitive Habitat (ESH) and Riparian Corridor (RC)

The following policies, actions and development standards are intended to apply to environmentally sensitive habitat (ESH) areas or riparian corridors (RC), depicted generally on the County's approved ESH/RC maps.

OBJECTIVE ECO-EGV-5: Designate and provide protection for environmentally sensitive habitats and riparian corridors in the Planning Area.

Policy ECO-EGV-5.1: Environmentally Sensitive Habitat (ESH) areas and Riparian Corridors (RC) within Eastern Goleta Valley shall be protected and, where feasible and appropriate, enhanced.

Policy ECO-EGV-5.2: **(INLAND)** The following general criteria are utilized to determine which resources and habitats in Eastern Goleta Valley are identified as ESH. Significant habitat resources within urban, EDRN and Mountainous Areas that meet one or more of these criteria shall have coverage of the ESH overlay.

1. Unique, rare, or fragile communities which should be preserved to ensure their survival into perpetuity.
2. Habitats of rare and endangered species that are also protected by State and Federal laws.
3. Plant communities that are of significant interest because of extensions of ranges, or unusual hybrid, disjunctive, or relict species.
4. Specialized wildlife habitats which are vital to species survival, e.g., White-tailed kite habitat, butterfly trees.
5. Outstanding representative natural communities that have values ranging from a particularly rich flora and fauna to an unusual diversity of species.
6. Areas which are important because of their high biological productivity and ecological function such as wetlands and vernal pools.
7. Areas which are structurally important in protecting watershed ecology and species, e.g., riparian corridors that protect stream banks from erosion and provide shade.

Policy ECO-EGV-5.2:

(COASTAL) Environmentally sensitive habitat (ESH) means any area in which plant or animal life or their habitats are either (1) rare or (2) especially valuable because of their special nature or role in an ecosystem. The presence and extent of ESH shall be identified on a case-by-case basis based upon site-specific evidence provided by a biological report prepared by a qualified biologist.

1. Rare Species or Habitats. Areas with plant or animal life or their habitats included in the following lists and categories are considered “rare” for the purposes of this policy:
 - Federal and State listed Rare, Threatened, and Endangered Species.
 - Plants, Animals, and Natural Communities ranked as Global or State G1 or S1 (critically imperiled), G2 or S2 (imperiled), or G3 or S3 (vulnerable to extirpation or extinction).
 - California Fully Protected Species, California Species of Special Concern, and their habitats.

- California Rare Plant Ranking System plant species designated 1B (rare, threatened, or endangered in California and elsewhere) and 2B (rare, threatened, or endangered in California but more common elsewhere).
 - Federal and State Plants, Animals, and Natural Communities that are candidates for listing.
2. Especially Valuable Species or Habitats. Areas with plant or animal life or their habitats may be especially valuable because of their “special nature,” such as being an unusually pristine example of a habitat type, containing an unusual mix of species, supporting species at the edge of their range, or containing species with extreme variation. Areas may be especially valuable because of their special “role in the ecosystem,” such as providing habitat for endangered species, protecting water quality, providing essential corridors linking one sensitive habitat to another, or providing critical ecological linkages such as the provision of pollinators or crucial trophic connections.

Policy ECO-EGV-5.3:

To protect the viability of agricultural operations in the Rural Area consistent with the Comprehensive Plan and the Agricultural Element, the ESH Overlay shall not be applied to lands designated Agriculture in the Rural Area. Instead, riparian corridors in rural agricultural areas shall have coverage of the Riparian Corridor (RC) Overlay, which provides unique requirements for riparian habitat areas located on land with rural agricultural land use designations.

Policy ECO-EGV-5.4:

(INLAND) ESH and RC Habitat Types: Specific biological resources and habitats shall be considered environmentally sensitive and designated on the Eastern Goleta Valley Community Plan ESH/Riparian Corridor map (EGVCP Figure 22 or where determined to exist during a site survey) based on the criteria of Policy ECO-EGV-5.2. *(Note: The scale of the overlay map precludes complete accuracy in the mapping of habitat areas. In some cases, the precise location of habitat areas is not known and is therefore not mapped. In addition, the migration of species or the discovery of new habitats may result in the designation of new areas, or site-specific reviews may indicate different habitat designations.)*

1. ESH Habitat Types: In the Urban, Inner-Rural, EDRNs and Mountainous Areas, the following habitats shall be considered

environmentally sensitive and shall be protected and preserved through provisions of the ESH Overlay.

- Riparian woodlands and riparian corridors (including but not limited to willow, riparian mixed hardwood, California sycamore, and riparian mixed shrub alliances)
- Monarch butterfly roosts
- Sensitive native flora
- Coastal sage scrub (including but not limited to California sagebrush and soft scrub – mixed chaparral alliances)
- Coastal bluff scrub
- Chaparral (e.g., chamise chaparral, lower montane mixed chaparral, ceanothus chaparral, and soft scrub – mixed chaparral alliances) where it supports rare or vulnerable native vegetation alliances and/or sensitive native plant and/or animal species
- Oak woodlands (including but not limited to coast live oak and coastal mixed hardwood alliances)
- Bigcone Douglas-fir alliance
- Vernal pools
- Native grasslands (including but not limited to perennial grasses and forbs alliance)
- Wetlands (including but not limited to tule-cattail alliance)
- Dunes
- Raptor/turkey vulture roosts
- Critical wildlife habitat
- Wildlife corridors

2. RC Habitat Types: On lands designated Agriculture in the Rural Area, the following habitats shall be considered environmentally sensitive and shall be protected and preserved through the provisions of the RC Overlay.

- Riparian woodlands and riparian corridors (including but not limited to willow, riparian mixed hardwood, California sycamore, and riparian mixed shrub alliances)

Policy ECO-EGV-5.4: (COASTAL) (ESH Habitat Types) Specific biological resources and habitats shall be considered environmentally sensitive and

designated on the Eastern Goleta Valley Community Plan ESH/Riparian Corridor map (EGVCP Figure 22 or where determined to exist during a site survey) based on the criteria of Policy ECO-EGV-5.2. *(Note: The scale of the overlay map precludes complete accuracy in the mapping of habitat areas. In some cases, the precise location of habitat areas is not known and is therefore not mapped. In addition, the migration of species or the discovery of new habitats may result in the designation of new areas, or site-specific reviews may indicate different habitat designations.)*

ESH Habitat Types: The following habitats shall be considered environmentally sensitive and shall be protected and preserved through provisions of the ESH Overlay, including but not limited to:

- Creeks and streams
- Riparian woodlands and riparian corridors (including but not limited to willow, riparian mixed hardwood, California sycamore, and riparian mixed shrub alliances)
- Monarch butterfly roosts
- Sensitive native flora
- Coastal sage scrub (including but not limited to California sagebrush and soft scrub – mixed chaparral alliances)
- Coastal bluff scrub
- Chaparral (e.g., chamise chaparral, lower montane mixed chaparral, ceanothus chaparral, and soft scrub – mixed chaparral alliances) where it supports rare or vulnerable native vegetation alliances and/or sensitive native plant and/or animal species
- Oak woodlands (including but not limited to coast live oak and coastal mixed hardwood alliances)
- Vernal pools
- Native grasslands (including but not limited to perennial grasses and forbs alliance)
- Wetlands (including but not limited to tule-cattail alliance)
- Dunes
- White-tailed kite foraging habitat
- Western burrowing owl habitat
- Raptor/turkey vulture roosts
- Critical wildlife habitat
- Wildlife corridors

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Action ECO-EGV-5A: *The Land Use and Development Code and maps of ESH/RC overlay areas shall be studied and updated to reflect the current extent of known biological resources/habitat areas, with consideration of potential additional biological resources and habitats meeting the criteria of Policy ECO-EGV-5.2, including, but not limited to chaparral habitat areas. If additional biological resources and/or habitat areas are identified, Policy ECO-EGV-5.4 shall be modified to include the updated resources list.*

Action ECO-EGV-5B: *The ESH overlay shall be studied and updated to require a land use permit for clearing and/or disturbance of ESH areas, subject to equivalent provisions for review and approval of a development project.*

Program ECO-EGV-5C: *The County shall periodically review and update the ESH/RC Overlay Map as needed to incorporate any and all new data and include all habitats identified by Policy ECO-EGV-5.4 to the maximum extent feasible. The County shall pursue grants and other funding opportunities and collaborate with third parties, such as UCSB, California Department of Fish and Wildlife, and the Land Trust of Santa Barbara County, to coordinate habitat mapping efforts and maximize funding opportunities. Periodic updates are important since the scale of the overlay map precludes complete accuracy in the mapping of habitat areas and, in some cases, the precise location and extent of ESH/RC areas are not known until new data becomes available. In addition, the migration of species or discovery of habitats may result in the designation of additional areas.*

DevStd ECO-EGV-5A:

ESH and RC Setbacks and Buffers: *Development within 100 feet of ESH or RC areas shall be required to include setbacks or undeveloped buffer zones from these areas consistent with the habitat protection policies of this section as part of the proposed development, except where setbacks or buffers would preclude reasonable use of the parcel. Public recreational trails shall be allowed within setbacks or buffer areas. In determining the location, width and extent of setbacks and/or buffer areas, the County's biological resources and/or vegetation maps and other available data shall be used (e.g., maps, studies, or observations).*

Policy ECO-EGV-5.5:

(INLAND) Minimum Buffer Areas for ESH: The minimum buffer strip and setbacks from streams and creeks for development and activities within the ESH overlay that are regulated by the County Zoning Ordinances shall be as follows, except on parcels designated for agriculture in rural areas where Policy ECO-EGV-5.6 shall apply:

- **ESH areas within the Urban Area and EDRNs:** a minimum setback of 50 feet from either side of top-of-bank of creeks or existing edge of riparian vegetation, whichever

is further, shall be indicated on all site plans. Plans shall minimize ground disturbance and vegetation removal.

- **ESH areas within the Mountainous-GOL zone district:** a minimum buffer of 200 feet from the edge of existing riparian vegetation. Grading and vegetation removal within these buffers shall be restricted while not precluding reasonable use of a parcel.

Policy ECO-EGV-5.5: **(COASTAL) Minimum Buffer Areas for Streams and Creeks:** The minimum buffer strip and setbacks from streams and creeks for development and activities within the ESH overlay that are regulated by the County Coastal Zoning Ordinance shall be as follows:

- **ESH areas within the Urban Area:** a minimum setback of 50 feet from either top-of-bank of streams and creeks or existing edge of riparian vegetation, whichever is the furthest distance from the stream or creek. The setback shall be indicated on all site plans.

DevStd ECO-EGV-5B: *Storage of equipment, supplies, vehicles, or placement of fill or refuse shall not be permitted within an established ESH setback or buffer area. Except in rural areas designated for Agriculture, P&D may require installation of a temporary protective fence along the outer boundary of an established ESH buffer, at the applicant's expense, prior to initiation of any grading or development activities to prevent disturbance of the buffer.*

DevStd ECO-EGV-5C: *(INLAND) Development within ESH areas in the Urban Area, EDRNs and Mountainous-GOL Zone Districts shall provide onsite restoration of any project-disturbed buffer or riparian vegetation, unless restoration would preclude reasonable use of the parcel. A restoration plan, approved by the County, shall be developed by a County-approved biologist (or other experienced individual acceptable to the County) and implemented at the applicant's expense, per the requirements for Restoration Plans.*

DevStd ECO-EGV-5C: *(COASTAL) Development within ESH areas shall provide onsite restoration of any project-disturbed ESH or ESH buffer or riparian vegetation. If onsite restoration is infeasible, offsite restoration shall be required. A restoration plan, approved by the County, shall be developed by a County-approved biologist (or*

other experienced individual acceptable to the County) and implemented at the applicant's expense, per the requirements for Restoration Plans.

Policy ECO-EGV-5.6:

Minimum Buffer Areas for RC: The minimum buffer strip and setback from streams and creeks for development and activity within the RC Overlay that are regulated by the County Zoning Ordinances shall be as follows:

- **For new or expanded areas of cultivated agriculture, vineyard, or orchard use *with* documented evidence of historic legal agricultural use within the previous ten-year period:** a minimum setback of 25 feet from the top of the bank or the edge of existing riparian vegetation, whichever is further, minimizing ground disturbance and vegetation removal, and prohibiting development of buildings within 50 feet of the top of bank or the edge of existing riparian vegetation.
- **For new or expanded areas of cultivated agriculture, vineyard, or orchard use *without* documented evidence showing that it is a legal agricultural use within the previous ten-year period:** a setback adequate to preserve riparian habitat, but no less than 25 feet from the edge of existing riparian vegetation or the top of bank, whichever is further, minimizing all ground disturbance and vegetation removal, and prohibiting development of buildings within 50 feet of the top of bank or the edge of existing riparian vegetation.

DevStd ECO-EGV-5D:

(INLAND) Required minimum buffers for ESH and RC may be adjusted upward or downward on a case-by-case basis but shall not preclude reasonable use of a parcel. The buffer shall be established based on an investigation of the following factors and, when appropriate, after consultation with the Department of Fish and Wildlife and Regional Water Quality Control Board in order to protect the biological productivity and water quality of streams:

- *Existing vegetation, soil type and stability of stream corridors*
- *How surface water filters into the ground*

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- *Slope of the land on either side of the stream,*
- *Location of the 100 year flood plain boundary*
- *Consistency with adopted plans, particularly Biology and Habitat policies*

DevStd ECO-EGV-5D: ***(COASTAL)*** *Required minimum buffers for stream/riparian ESH may be adjusted upward or downward on a case-by-case basis given site specific evidence provided by a biological report prepared by a qualified biologist. Where adjusted upward where necessary in order to prevent significant disruption of habitat values, the required minimum buffer shall not preclude reasonable use of a parcel. The buffer shall be established based on an investigation of the following factors and after consultation with the Department of Fish and Wildlife and Regional Water Quality Control Board. All buffers shall be sufficient to protect the biological productivity and water quality of streams, to avoid significant disruption of habitat values, and to be compatible with the continuance of the habitat area:*

- *Existing vegetation, soil type and stability of stream and riparian corridors*
- *How surface water filters into the ground*
- *Slope of the land on either side of the stream,*
- *Location of the 100 year flood plain boundary*
- *Consistency with adopted plans, particularly Biology and Habitat policies*

In all cases listed above, buffer areas on sites within the Coastal Zone may be adjusted downward only in order to avoid precluding reasonable use of property.

DevStd ECO-EGV-5E: ***Restoration Plans for ESH and RC Disturbances:*** *When a habitat and/or vegetation restoration plan is required per the requirements of this section, the applicant shall prepare and implement a habitat restoration plan to restore degraded or disturbed portions of an ESH or RC area to offset increased development and increased human and domestic animal presence. The restoration plan shall use native species that would normally occur on-site absent any disturbance. The restoration plan shall contain the source of the*

plant material, planting methods and locations, site preparation, weed control, and monitoring criteria and schedules.

DevStd ECO-EGV-5F: ***(INLAND)*** Projects subject to land use permits within the ESH and RC Overlays shall provide onsite restoration of any project-disturbed creek buffer or riparian vegetation within the riparian corridor boundary to maintain a continuous canopy of appropriate native trees along such corridors. If the project would result in disturbance of habitat, a restoration plan shall be required. When restoration is not feasible onsite, offsite restoration which covers comparable quality and quantity of habitat and will ensure long-term preservation shall be considered consistent with Policy ECO-EGV-2.4.

DevStd ECO-EGV-5F: ***(COASTAL)*** Projects subject to coastal development permits within the ESH Overlay shall provide onsite restoration of any unavoidable project-disturbed creek buffer or riparian vegetation within the riparian corridor boundary to maintain a continuous canopy of appropriate native trees along such corridors. If the project would result in unavoidable disturbance of habitat, a restoration plan shall be required. When restoration is not feasible onsite, offsite restoration which covers comparable quality and quantity of habitat and will ensure long-term preservation shall be required consistent with Policy ECO-EGV-2.4.

DevStd ECO-EGV-5G: ***Exotic Landscaping:*** Landscaping which includes exotic invasive species shall be prohibited in or near ESH or RC areas and their determined setbacks or buffer areas. The California Invasive Plant Council publishes a list of invasive species to which the applicant may refer. Landscaping in ESH and RC areas and appropriate buffers shall include compatible native species.

DevStd ECO-EGV-5H: In the Urban Area, EDRNs, and Mountainous Areas, prior to approval of Coastal Development or Land Use Permits for projects, County staff shall determine whether sensitive biological resources may be present on the subject property by consulting the EGVCP Final EIR, the CNDDB, and/or other P&D references and by conducting a site visit. If sensitive biological resources may be present on the property or within 500 feet, the applicant shall provide a biological resources report from a qualified biologist that determines whether or not the project would impact sensitive biological resources. This report shall update ESH overlay boundaries to reflect the current extent of sensitive species or

habitat areas according to Plan update Policies ECO-EGV-5.2 and -5.4, and identify the need for, and include the results of, further species-specific focused survey, protocol surveys, or a formal wetland delineation. Mitigation to reduce impacts shall be included as appropriate.

DevStd ECO-EGV-5I: *For rural agricultural-zoned land, prior to approval of Land Use Permits for projects, County staff shall determine whether sensitive biological resources may be present on the subject property by consulting the EGVCP Final EIR, the CNDDB, and/or other P&D references and by conducting a site visit. If sensitive biological resources may be present on the property or within 500 feet, the applicant shall provide a biological resources report from a qualified biologist that determines whether or not the project would impact sensitive biological resources. This report shall identify the need for, and include the results of, further species-specific focused or protocol surveys or a formal wetland delineation. Mitigation to reduce impacts shall be included as appropriate.*

Policy ECO-EGV-5.7: **(COASTAL) Minimum Buffer Areas for ESH:** A minimum setback of 50 feet from the outer edge of all ESH habitats shall be required unless otherwise specified in the Local Coastal Program.

Policy ECO-EGV-5.8: **(COASTAL)** Resource dependent uses may be allowed in ESH where sited and designed to avoid significant disruption of habitat values. A resource dependent use is a use that is dependent on the ESH resource to function (e.g., nature study, habitat restoration, and public trails). Non-resource dependent development, including fuel modification, shall be sited and designed to avoid ESH and ESH buffer areas. If avoidance is infeasible and would preclude reasonable use of a parcel, then the alternative that would result in the fewest or least significant impacts shall be selected.

Specific Habitat Area Protection Policies:

Unless otherwise noted the following Policies, Development Standards and Actions apply to all mapped Environmentally Sensitive Habitat and Riparian Corridor Areas, as well as the specified habitats.

OBJECTIVE ECO-EGV-6: Preserve and protect important local habitat types, including native woodlands, native grasslands, coastal sage scrub, monarch butterfly roosts, and riparian vegetation.

Native Woodlands, Native Grasslands, and Coastal Sage Scrub Habitats

Policy ECO-EGV-6.1: Native woodlands, native grasslands, and coastal sage scrub shall be preserved and protected as viable and contiguous habitat areas.

DevStd ECO-EGV-6A: *Development shall avoid impacts to native woodlands, native grasslands, and coastal sage scrub that would isolate, interrupt, or cause a break in a contiguous habitat.*

DevStd ECO-EGV-6B: ***Native Woodland Buffer Areas:*** *Within urban areas and existing developed rural neighborhoods, native woodlands shall be preserved by providing a minimum 25-foot buffer around the respective habitat area. Within areas zoned Mountainous-GOL, the buffer around native woodlands shall be 50 feet. Roads or other development shall be located outside such habitat and buffer areas, rather than in or through the middle of the habitat area, except where these requirements would preclude reasonable use of a parcel.*

DevStd ECO-EGV-6C: ***Native Grassland and Coastal Sage Scrub Buffer Areas:*** *Native grasslands and coastal sage scrub shall be preserved by providing a minimum 25-foot buffer vegetated with native species and by placing the project outside of the buffer rather than in or through the middle of the habitat area, except where these requirements would preclude reasonable use of a parcel.*

DevStd ECO-EGV-6D: *Onsite requirements which would avoid or minimize the impact of development on native woodlands, native grasslands, or coastal sage scrub, such as revegetation, erosion and water quality protection, and other measures, shall be included in project design as necessary.*

Monarch Butterfly Habitats

Policy ECO-EGV-6.2: Monarch butterfly roosting habitats shall be preserved and protected.

DevStd ECO-EGV-6E: ***(INLAND)*** *Any construction, grading or development within 200 feet of known or historic butterfly roosts shall be prohibited during the months between November 1 and April 1. This requirement may be adjusted on a case-by-case basis where P&D with a*

qualified biologist concludes that one or more of these activities would not impact monarchs using the trees or where it would preclude reasonable use of the parcel.

DevStd ECO-EGV-6E: ***(COASTAL)*** *Any construction or grading within 200 feet of known or historic butterfly roosts shall be prohibited during the months between November 1 and April 1. This requirement may be adjusted on a case-by-case basis where P&D with a qualified biologist concludes that construction and grading will not impact monarchs on or near the site.*

DevStd ECO-EGV-6F: *Where development is proposed within 200 feet of known or historic butterfly roosts, P&D shall determine if the proposed project would have the potential to adversely impact monarch butterfly habitat. This shall be determined based on proximity to known or historic butterfly trees. In the event the proposed project does have the potential to adversely affect monarch butterfly habitat, the applicant shall submit to P&D a Butterfly Habitat Protection Plan. This plan shall be developed at the applicant's expense and shall be included on any grading/construction designs. The plan shall include the following information and measures:*

- *The mapped location of the windrow or cluster of trees where monarch butterflies are known, or have been known, to aggregate.*
- *A minimum buffer of 100 feet around the roost habitat site shall be established. Buffers may be increased from this minimum as necessary to protect the resource. A temporary fence shall be installed at the outside of the buffer boundary and maintained for the duration of all grading and heavy construction. All ground disturbance and vegetation removal shall be avoided within this buffer region.*
- *Existing vegetation shall be maintained within this buffer.*
- *If trimming or clearing of vegetation within 100 feet of a known monarch butterfly roost needs to occur, it shall not occur without the review and the approval of the Planning and Development Department.*
- *Any trimming or clearing associated with a land use permit or coastal development permit within 100 feet of a known*

monarch butterfly roost shall be supervised by a qualified biologist or other party acceptable to P&D.

Riparian Vegetation and Watershed-Based Habitat Corridors

Policy ECO-EGV-6.3: Riparian vegetation shall be protected and shall not be removed except where clearing is necessary for the maintenance of free flowing channel conditions, the removal of invasive exotic species, the provision of essential public services, or where protection would preclude the reasonable use of a parcel. Degraded riparian areas shall be restored.

DevStd ECO-EGV-6G: *(INLAND) Riparian protection and reasonable riparian restoration measures shall be required in the review of a project requiring discretionary approval and shall be based on a project's proximity to riparian habitat and the project's potential to directly or indirectly damage riparian habitat through activities such as grading, brush clearing, construction, vehicle parking, supply/equipment storage, or the proposed use of the property. Damage could include, but is not limited to, vegetation removal/disturbance, erosion/sedimentation, trenching, and activities which hinder or prevent wildlife access and use of habitat. All development, including dredging, filling and grading within stream corridors, shall be limited to activities necessary for construction.*

DevStd ECO-EGV-6G: *(COASTAL) New development, including fuel modification, shall be sited and designed to protect riparian vegetation. Adverse impacts to riparian vegetation shall be avoided to the maximum extent feasible. Where avoidance is infeasible and would preclude reasonable use of a parcel, then the alternative that would result in the fewest or least significant impacts shall be selected. Riparian protection and riparian restoration measures shall be required in the review of a project requiring a coastal development permit or other discretionary approval and shall be based on a project's proximity to riparian habitat and the project's unavoidable adverse impacts to riparian habitat through activities such as grading, bush clearing, construction, vehicle parking, supply/equipment storage, or the proposed use of the property. Adverse impacts could include, but are not limited to, vegetation removal/disturbance, reduced buffer, erosion/sedimentation, trenching, and activities which*

hinder or prevent wildlife access and use of habitat. Resource dependent uses may be allowed in riparian habitats where sited and designed to avoid significant disruption of habitat values. A resource dependent use is a use that is dependent on the ESH resource to function (e.g., nature study, habitat restoration, and public trails).

DevStd ECO-EGV-6H: *Projects that require alluvial well extractions and stream diversion shall monitor the long-term effects on surface stream flow and riparian vegetation. Contingencies for maintaining stream flow (e.g., minimum bypass flows, alternate water sources, decreased pumping rates, groundwater discharge) shall be required.*

Policy ECO-EGV-6.4: Natural stream channels and conditions shall be maintained in an undisturbed state in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts.

DevStd ECO-EGV-6I: *(INLAND) No structures shall be located within a riparian corridor, except:*

- *Public trails or paths that would not adversely affect existing habitat.*
- *Flood control projects, where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety.*
- *Alternative structures or developments that have been approved by the Army Corps of Engineers pursuant to a Section 404 permit.*
- *Other development where the primary function is for the improvement of fish and wildlife habitat, such as fish passage structures.*
- *Where this policy would preclude reasonable use of a parcel.*

Culverts, dams for water supply projects, agricultural roads and crossings in rural areas zoned for agricultural use, fences, pipelines, and bridges may be permitted when no alternative route or location is feasible, or where other environmental constraints or site design considerations (e.g., public safety) would require such structures. All development shall incorporate the best mitigation measures feasible to minimize the impact to riparian vegetation.

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- DevStd ECO-EGV-6J:*** *When the activities permitted in stream corridors would require removal of riparian plants, revegetation with local native plants shall be required consistent with requirements for restoration plans.*
- Policy ECO-EGV-6.5:*** For wetland areas and surrounding habitats that have been damaged by pollution and artificial stream channelization, the County shall seek opportunities for restoration to their natural condition.
- DevStd ECO-EGV-6K:*** *(INLAND) Where restoration of wetland areas and surrounding habitats is sought, the result shall re-establish a continuous riparian corridor along the affected section of the stream or waterway, with appropriate native vegetation and natural conditions, including lighting and noise, extending outward a minimum of 25 feet from the top of the bank or historic habitat edge.*
- DevStd ECO-EGV-6K:*** *(COASTAL) Where restoration of stream areas and surrounding habitats is proposed or required, the result shall re-establish a continuous riparian corridor along the affected section of the stream or waterway, with appropriate native vegetation and natural conditions, including avoidance of lighting and noise, extending outward a minimum of 25 feet from the top of bank or historic habitat edge.*
- DevStd ECO-EGV-6L:*** *If potentially jurisdictional wetlands or waters are found on or adjacent to a project site in the Plan area and have potential to be impacted by implementation of the project, a formal wetlands delineation of the project site shall be completed following the methods outlined in the USACE's 1987 Wetlands Delineation Manual and the Regional Supplement to the USACE Delineation Manual for the Arid West Region (USACE 2008). A determination of the presence/absence and boundaries of any Waters of the U.S. and Waters of the State shall also be completed following the appropriate USACE guidance documents for determining Ordinary High Water Mark boundaries. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not be within the USACE jurisdiction under the CWA or meet federal jurisdictional criteria but are regulated by FESA, CESA, RWQCB,*

and/or CCC. In the Coastal Zone, jurisdictional waters and ESH areas as defined by CCC will also be delineated.

DevStd ECO-EGV-6M: *(INLAND) Mitigation for unavoidable impacts to wetlands and waters shall be based on the impacted type of wetland and project design. Mitigation should prevent any net loss of wetland functions and values of the impacted wetland. The Plan update policies require mitigation of impacts to sensitive biological resources at a minimum 2:1 replacement ratio. However, the resource agencies may require higher mitigation ratios depending on the type and quality of resource impacted. Mitigation ratios for impacts to wetlands and riparian habitat are typically around 2:1 or 3:1, but can be as high as 8:1 for especially rare or valuable wetland types such as vernal pools.*

DevStd ECO-EGV-6M: *(COASTAL) Mitigation for unavoidable impacts to wetlands shall be based on the type of wetland resource impacted. Mitigation for impacts to wetlands should prevent any net loss of wetland area and the functions and values of the impacted wetland. Mitigation for impacts to wetlands shall be a minimum 4:1 ratio. However, the resource agencies may require higher mitigation ratios depending on the type and quality of the resource impacted.*

DevStd ECO-EGV-6N: *Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the County: (1) compliance with USACE CWA Section 404 nationwide permit; (2) compliance with the RWQCB's CWA Section 401 Water Quality Certification; and (3) compliance with the CDFW's California Fish and Game Code Section 1601/1603 Streambed Alteration Agreement.*

DevStd ECO-EGV-6O: *(INLAND) Mitigation for projects impacting vernal pools shall include salvage of soil that supports sensitive species from vernal pools to be impacted, introduction of salvaged material into restored vernal pool habitat where appropriate (e.g., same vernal pool series), and maintenance of salvaged material pending successful restoration of the vernal pools. Salvaged material shall not be introduced to existing vernal pools containing the same species outside the vernal pool series absent consultation with and endorsement by vernal pool species experts not associated with the project (e.g., independent expert). The mitigation sites shall*

include preservation of the entire watershed and a buffer based on functions and values; however, if such an analysis is not conducted, there shall be a default of a 100-foot buffer from the watershed. Restoration of vernal pools should only be conducted within an area that has been known to historically support vernal pools. Identification and implementation of restoration in such “vernal pool preserve(s)” should occur in coordination with the County and Wildlife Agencies.

DevStd ECO-EGV-60: *(COASTAL) Mitigation for projects impacting vernal pools shall be managed by a qualified vernal pool restoration ecologist. Mitigation shall include, but not be limited to, salvage of soil that supports sensitive species from vernal pools to be impacted, introduction of salvaged material into restored vernal pool habitat where appropriate (e.g., same vernal pool series), and maintenance of salvaged material pending successful restoration of the vernal pools. Salvaged material shall not be introduced to existing vernal pools containing the same species outside the vernal pool series absent consultation with and endorsement by vernal pool species experts not associated with the project (e.g., independent expert). The mitigation sites shall include preservation of the entire watershed and a buffer based on functions and values; however, if such an analysis is not conducted, there shall be a default of a 100-foot buffer from the watershed. Restoration of vernal pools should only be conducted within an area that has been known to historically support vernal pools. Identification and implementation of restoration in such “vernal pool preserve(s)” should occur in coordination with the County and Wildlife Agencies.*

Geology, Topography, and Soils

Topographically, Eastern Goleta Valley is a broad, flat alluvial plain bordered on the south by the bluffs of the Pacific coastline and on the north by steep rural foothills and terraces of the Santa Ynez Mountains. The watershed systems run ridgeline to shore from all directions into the Goleta Slough. While land is constrained by slope, erosive soil types, and unstable geology in the rural foothills, land is generally solid and fertile in the flat alluvial plain of the Urban Area. Hence, the Urban Area provides suitable geologic conditions for the built environment, including residential, commercial, and urban agricultural uses, while the rural foothills are more suitable

for rural agriculture, low impact residential development and resource management and protection.

At the base of the watershed system, coastal bluffs are also prone to unstable geology and erosive soil types. Land uses and development in the coastal areas are constrained by the possibility of coastal erosion resulting in compromises to general public health and safety.

Additionally, as is the case for many places in California, seismic activity presents potential threats to life and property in Eastern Goleta Valley related to active faults, including the More Ranch and Mesa faults. The San Jose and Goleta faults are considered potentially active. The major potential hazards of seismic activity involve ground shaking and related effects from earthquakes. Seismic hazards include ground rupture, ground acceleration, liquefaction and tsunamis.

This Plan limits development potential in areas where geologic conditions have the potential to compromise public health and safety, where the preferred approach is to avoid conflicts as opposed to engineering a remedy for the hazards (e.g. coastal armoring, large scale retaining walls, etc.). The policy framework requires development consider geologic conditions and avoid the inherent hazards and/or the exacerbation of such hazards.

Land Use and Development Policies and Implementation Strategies

GOAL #14. LIFE AND PROPERTY IS PROTECTED FROM GEOLOGIC HAZARDS.

OBJECTIVE GEO-EGV-1: Protect coastal bluffs from erosion.

Policy GEO-EGV-1.1: Development on coastal bluff-top property shall be sited to include sufficient setbacks to avoid areas subject to erosion and designed to avoid reliance on coastal armoring and/or bluff protection devices pursuant to Policy GEO-EGV-1.2. No development shall be permitted on a bluff face, except for engineered staircases or accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry; such uses are permitted only where no other less environmentally damaging alternative is feasible and the development is sited and designed to not contribute to erosion and to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face

shall not be permitted if the property can feasibly be drained away from the bluff face.

- Policy GEO-EGV-1.2:** Development on coastal bluff-top property shall be sited and designed to have a setback from the bluff edge that is sufficient to avoid the threat of bluff erosion or slope instability considering 100 years of bluff erosion and to not contribute to increases in bluff erosion (e.g., piping), factoring in the long term effects of climate change and sea-level rise based on best available science and without the need for new or existing slope or shoreline protection devices that would substantially alter natural landforms or otherwise adversely impact coastal resources (e.g., public access, visual impacts).
- DevStd GEO-EGV-1A:** The County shall require development proposed to be located on ocean bluff-top property or on the bluff face to perform a site specific analysis by a registered or certified geologist prior to project review and approval to determine the extent of the hazards (including bluff retreat, potential impacts to coastal resources and shoreline sand supply, and effects of climate change, including locally relevant sea-level rise projections based on best available science) on the project site and identify appropriate setbacks, adaptation and protective measures other than shoreline protective devices to ensure the development is safe from hazards while avoiding adverse impacts on local shoreline sand supply, public access, and biological, recreational, archeological, and other coastal resources. These measures can include, but not be limited to adequate bluff setbacks, restriction of irrigation, directing drainage away from the bluff edge/face, restriction of the use of septic tanks, use of appropriate landscaping on bluff top or face, etc.
- Policy GEO-EGV-1.3:** Where feasible and consistent with Coastal Land Use Plan policies, relocation of structures threatened by bluff retreat shall be required for development on existing legal parcels, rather than installation of coastal protection structures.
- Policy GEO-EGV-1.4:** All County flood control activities (including dredging) shall be conducted in a manner which maintains the function of long-shore transport and enhances coastal sand supply.

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OBJECTIVE GEO-EGV-2: Retain the structural geologic integrity of Eastern Goleta Valley.

Policy GEO-EGV-2.1: (INLAND) Excessive grading for the purpose of creating or enhancing views or aesthetics shall not be permitted.

Policy GEO-EGV-2.1: (COASTAL) Grading for the purpose of creating or enhancing views or aesthetics shall not be permitted.

DevStd GEO-EGV-2A: *If a structure is subject to BAR review, no permits for building pads shall be issued until the structure has received BAR approval.*

Policy GEO-EGV-2.2: No development shall be allowed on slopes of 30 percent or greater. Ground disturbances and development on slopes of 20 percent or greater should be avoided, unless such avoidance would preclude reasonable use of the parcel, wherein the portion of the site which exhibits the least amount of slope shall be utilized. Development on these sites should be designed to minimize combined grading from driveway and building pad creation.

DevStd GEO-EGV-2B: *Landscape plans shall be required for development on slopes greater than 20 percent to ensure revegetation of graded areas. All landscape plans shall be subject to review by the Planning and Development Department; landscape securities shall be required unless expressly waived by the Planning and Development Department.*

Policy GEO-EGV-2.3: Erosion control measures including the use of drought-tolerant landscaping shall be established in all site drainages.

DevStd GEO-EGV-2C: *All surface water runoff shall be captured and diverted to avoid exposing slopes to potential erosion, consistent with the hydrologic policies of the EGVCP.*

OBJECTIVE GEO-EGV-3: Minimize potential seismic hazards.

Policy GEO-EGV-3.1: Development shall avoid known geologic faults consistent with the policies of the County's Seismic Safety and Safety Element.

Policy GEO-EGV-3.2: Development proposed on Rincon Formation soils or within state-mapped elevated radon hazard zones shall be avoided to the extent feasible; if infeasible, development shall be subject to an evaluation of conformance to EPA radon gas exposure standards. For any sites exposed to radon gas levels exceeding acceptable health standards, incorporation of construction techniques which

reduce the interior radon gas concentrations to acceptable levels shall be required.

D. CULTURAL RESOURCES

Cultural resources include but are not limited to buildings, structures, and districts, prehistoric and historic archaeological sites, historical landscapes, and traditional cultural properties. Such resources are valued as symbols of our shared history and group identity, as memorials to historical events and individuals, and for their scientific, aesthetic, and economic importance. These resources amplify the local population's sense and enjoyment of the community and provide a measure of the physical quality of life in the community.

Thematic Context

The Plan area includes cultural resources associated with many thematic periods. These include native prehistory from as early as 13,000 years ago; Santa Barbara Mission from 1760 to 1840; Ranching from 1840 to 1870; Agricultural Development from 1860 to 1950; Commercial and Industrial Development from 1920 to 1964; and Suburban Development from 1920 to 1964.

Santa Barbara County lies within the ethnographic territory of the Chumash, one of the most populous and socially complex native groups in California. The Chumash homeland encompasses the coastal and inland areas from present-day San Luis Obispo 250-miles south to Malibu Canyon, and includes the Santa Barbara Channel Islands. Early Spanish expeditions to the Santa Barbara Channel area encountered villages along the Santa Barbara-Goleta area coast, including villages in the Goleta Slough area that had at least 2,000 residents, over 100 houses, and more than 16 plank canoes.

The arrival of European settlers brought the Chumash culture to the brink of extinction in the late eighteenth century. The introduction of domestic plants and animals and wild grasses caused irreversible changes to the local environment. Native Californians had limited resistance to European diseases, which caused significant population reduction among the Chumash. Nonetheless, many people of Chumash ancestry still live in the region today and strive to retain and regain their cultural traditions.

Spanish occupation of the area began with the establishment of the Santa Barbara Presidio in 1782 and Mission Santa Barbara in 1786. Pueblo Santa Barbara grew around the presidio as a collection of scattered adobe buildings. The mission drew from the Native American population for labor and as the mission prospered, the Goleta Valley was utilized for ranching and agriculture.

In 1821, Mexico gained independence from Spain. The Mexican government continued the Spanish policy of colonizing California and in 1833, enacted the Secularization Act. This gave the governor the power to grant large areas of former mission lands to private citizens. As a

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result, lands divided into large tracts, or ranchos, were ceded to private citizens through grants from the Mexican government. Land grants in the Plan area include Los Dos Pueblos, La Goleta, and Las Positas y La Calera. Cattle ranching was the primary occupation on the ranchos.

With the signing of the Treaty of Guadalupe-Hidalgo in 1848, California formally became an American territory, and two years later, California joined the Union as the 31st state. While much of Northern California was occupied with gold mining, rancho owners made a fortune selling cattle to beef dealers to supply the miners. Their success continued until severe droughts in 1863-1864 brought devastation and starvation to the herds. The loss of income ultimately resulted in many rancho owners losing their land.

Beginning in 1860, former rancho and mission lands in the Goleta Valley were subdivided and sold as large farmsteads or estates. Until after World War II, farming played a significant role in the local economy. Early farms focused on vegetable crops while post World War I farms successfully converted to orchard crops such as walnuts, avocados, and lemons. Although farming still contributes to the Goleta Valley economy, much of the farmland has been converted into commercial and residential properties.

The primary east west road through the area was Hollister Avenue. This thoroughfare appears to have served travelers by horse, carriage, or automobile for over 100 years. Small commercial establishments catering to the needs of travelers, such as motels, restaurants, and gas stations, were constructed near the crossing of Hollister Avenue and the Southern Pacific Railroad line from as early as 1927. Farm supply stores and small grocery stores were also built in this area to serve the local farmers.

Residential tracts in the Plan area developed in two very distinct periods: 1924-1934 and 1958-1963. The subdivisions during the 1924-1934 period include the La Cumbre Estates and the Santa Barbara Estates located south of Hollister Avenue and the Rancho Sueno located north of U.S. Highway 101 (U.S. 101) and west of St. Vincent's School. While the La Cumbre and Santa Barbara estates were large, expensive lots generally purchased by the wealthy, the Rancho Sueno subdivision appears to be the first middle class residential development in the area. Many of the homes in the Rancho Sueno neighborhood were constructed between 1930 and 1940 and appear to remain in the neighborhood today. The second development period occurred following the completion of the realigned section of U.S. 101 in Goleta in 1948 and the widened U.S. 101 in Santa Barbara in 1956. The new highway improved transportation between the Goleta Valley and the City of Santa Barbara facilitating an easy commute for those wishing to live outside of the city.

Other external factors such as limits to sprawl and an increase in real estate prices in Santa Barbara may have influenced the growth shift to the Plan area. From 1955 to 1964, 96 residential subdivisions were created on each side of U.S. 101 within the Plan area.

Protection of Known and ‘Yet-to-be Discovered’ Resources

Today there are more than 121 archaeological sites and 378 cultural resources surveys recorded within the Plan area. The recorded cultural resources vary widely in their nature and time of use or occupation, including prehistoric Native American sites dating from 9,000 years ago to the time of European contact; and historic sites associated with the settlement and development of the Goleta Valley. Despite extensive development in and around these sites, many retain a high degree of research potential and thus retain their significance under the California Environmental Quality Act (CEQA). The distribution of mapped prehistoric sites is concentrated in areas along and above drainages, including creek intersections, bluffs, knolls, and ridges. This information is important to keep in mind when planning work in the Plan area.

To be eligible for designation as a Historic Landmark or Place or Historic Merit, a building or site must be located within the unincorporated area of Santa Barbara County and meet one or more of the following criteria:

- It exemplifies or reflects a special element of the county's history.
- It is identified with a significant historical person or event.
- It demonstrates a distinctive style, type, period or method of construction/craftsmanship.
- It represents the work of a notable builder, designer or architect.
- It contributes to the significance of an historic area.
- It has unique physical characteristics representing an established and familiar visual feature.
- It embodies elements of architecture or craftsmanship that represent significant achievement or innovation.
- It reflects significant geographical patterns associated with different eras of settlement and growth.
- It is one of the few remaining examples of its type possessing distinguishing architectural or historical characteristics.

Eastern Goleta Valley is home to six historic landmarks and two places of historic merit as designated by the Santa Barbara County Historical Landmark Advisory Commission:

1. Historical Landmark #10: Hope House, 399 Nogal Drive, Santa Barbara
2. Historic Landmark #19: San Marcos Barn and Spring House, 1520 San Marcos Pass Road, Santa Barbara

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3. Historic Landmark #25: San Jose Winery, 5320 Vineyard Road, Goleta
4. Historic Landmark #44: Irvine-Richard Property, 5048 Lara Lane, Units A and B, Santa Barbara
5. Historic Landmark #48: Bryce Beach House, Cabana and Funicular, 1553 Roble Drive, Santa Barbara
6. Historic Landmark #49: Rich Beach Cabana, 4353 Marina Drive, Santa Barbara
7. Place of Historic Merit: Lane Family Farmhouse, 5050 Hollister Avenue, Santa Barbara
8. Place of Historic Merit: Main/Begg House, 5001 Hollister Avenue, Santa Barbara

Eastern Goleta Valley also contains the Chumash Painted Cave State Historic Park, a valuable historical and archeological resource in the County. These important resources are protected by their designations as historic resources. As new resources are either discovered or become categorically registered as historical or archeological resources, land use and development decisions should prioritize the preservation and conservation of these resources under this Plan. Tables found in Appendix III identify existing and potential historical resources within the plan area.

Land Use and Development Policies and Implementation Strategies

GOAL #15. THE HISTORIC AND ARCHEOLOGICAL FEATURES OF EASTERN GOLETA VALLEY ARE PRESERVED.

OBJECTIVE HA-EGV-1: Protect and preserve significant archaeological, historic built environment, and tribal cultural resources in the Eastern Goleta Valley.

Policy HA-EGV-1.1: Known and discovered significant historic, archeological, and tribal cultural resources shall be protected from immitigable disturbance or destruction.

DevStd HA-EGV-1A: *Any significant archaeological site and 50-foot buffer area shall be temporarily fenced with chain link or other structurally sound material in the event of proposed construction within 100 feet of a sensitive area.*

DevStd HA-EGV-1B: *A Phase 1 archaeological investigation and report shall be performed when identified as necessary by the Director of Planning and Development using the best available resources. The content, format, and length of the Phase 1 report shall be commensurate with the size of the project and the findings of the investigation. If it is not possible to avoid impacts to archaeological resources through project redesign, then the proponent shall fund a Phase 2 investigation and report to determine the significance*

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of the resource prior to approval of any permit for development. All feasible recommendations resulting from the Phase 1 and, if required, Phase 2 investigation and report, including project redesign and/or additional archaeological analyses (Phase 3) shall be incorporated into any permit approved for development.

Policy HA-EGV-1.2:

Development resulting in increased building size or demolition of buildings/structures included in the list of historic, or buildings/structures over 50 years of age and evaluated as important at the local, state or national level, shall be reviewed for consistency with historic resource preservation policies by P&D.

DevStd HA-EGV-1C:

A Phase 1 and, if required, Phase 2 historic built environment investigation and report shall be performed when identified as necessary by the Director of Planning and Development. The investigation shall include areas of projects that could result in direct or indirect impacts to historic-age buildings, structures, or districts or could change the integrity of the setting for such resources on adjacent parcels. The content, format, and length of the Phase 1 and, if required, Phase 2 historic report shall be commensurate with the size of the project and the findings of the investigation. All feasible recommendations resulting from the Phase 1 and, if required, Phase 2 historic built environment investigation and report, including project redesign and/or recommended mitigation, shall be incorporated into any permit approved for development.

DevStd HA-EGV-1D:

No permits shall be issued for any development or activity that would adversely affect integrity, including historic setting, of officially designated Historic Landmarks and Places of Historic Merit, historic resources eligible for the CRHR, or identified historic districts unless a professional evaluation of the proposal has been performed pursuant to the County's most current Regulations Governing Archaeological and Historical Projects. All such professional studies shall be reviewed and approved by Planning and Development and all feasible mitigation measures shall be incorporated into any permit approved for development.

Policy HA-EGV-1.3:

To the greatest extent feasible, significant historic and/or cultural landscapes shall be preserved, including those emblematic of Native American tribes, early pioneers, ranch and agricultural operations, and the development of the community over the long term.

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OBJECTIVE HA-EGV-2: Protect and preserve significant tribal cultural resources in the Plan area.

Policy HA-EGV-2.1: Significant tribal cultural resources of concern to the Chumash Indians should be protected and preserved to the maximum extent feasible.

Action HA-EGV-2A: The County, Chumash representatives, and community should work together to ensure appropriate tribal access to significant tribal cultural resources while respecting the rights and privileges of private property owners.

E. HAZARDS AND NOISE CONFLICTS

Noise Conflicts

Noise throughout the County of Santa Barbara comes from many sources, the loudest of which are related to transportation. Road, rail, and air traffic generate most significant sources of noise. High noise levels can affect human health and well being and can have detrimental effects on sensitive biological habitats. The State of California and the County of Santa Barbara have established criteria for noise exposure which require that interior noise levels within residential dwelling units fall below 45 dBA, and exterior living areas (e.g., yards, balconies and patios) be located and/or designed in such a manner so as to keep noise exposure levels below 65 dBA. Therefore, proposed development within range of significant noise sources would require an acoustical analysis and specific design features to minimize potentially significant noise impacts.

Land Use and Development Policies and Implementation Strategies

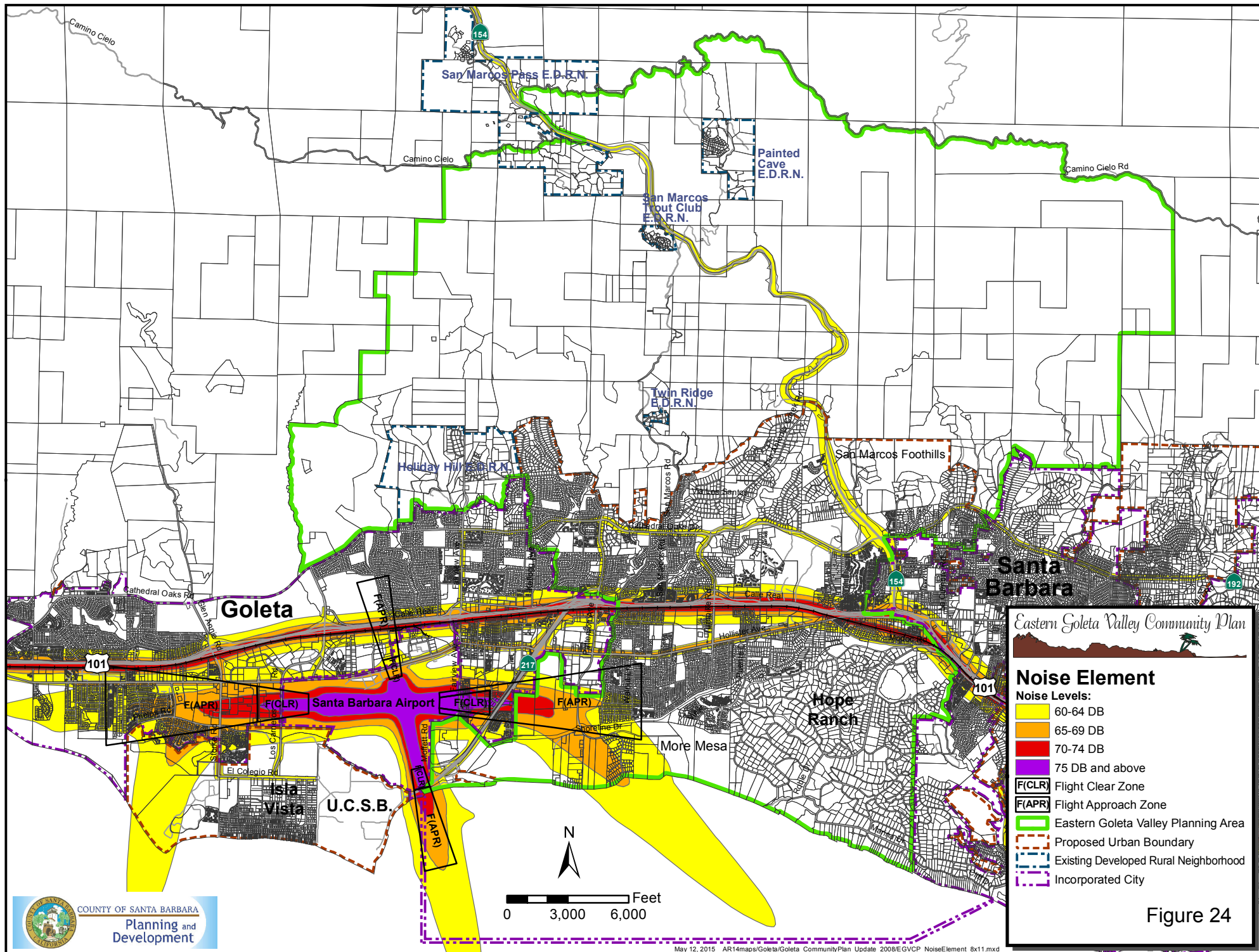
GOAL #16. AMBIENT NOISE IS RESTRICTED TO ACCEPTABLE LEVELS.

OBJECTIVE N-EGV-1: Reduce and prevent noise impacts during planning, construction, and operation phases of development, especially to sensitive receptor populations.

Policy N-EGV-1.1: Noise impacts to interior noise-sensitive land uses, such as residential, educational, medical, lodging, public meeting spaces, or others specified by the Noise Element of the Comprehensive Plan, shall be minimized.

Policy N-EGV-1.2: Levels and duration of noise in existing residential neighborhoods shall be maintained consistent with the Noise Element.

DevStd N-EGV-1A: *Development shall be designed to limit the level of exterior noise measurable within interior spaces to 45 dBA, consistent with the Noise Element, and the duration of noise to reasonable hours with special consideration of construction and special event noise sources.*



DevStd N-EGV-1B:

(Exterior Noise) - Prior to the issuance of building permits, site-specific exterior noise analyses shall be submitted to the Planning and Development Department to determine whether the project would result in residential receptors being exposed to exterior noise levels that would exceed the County's noise standard of 65 dB(A) L_{dn} . An acoustical study shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Specific noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

DevStd N-EGV-1C:

(Stationary Noise) - Prior to the issuance of building permits, site-specific on-site noise analyses shall be submitted to the Planning and Development Department, demonstrating that the project would not expose residential receptors to on-site generated noise exceeding the County's noise standard of 65 dB(A) L_{eq} . The acoustical study shall demonstrate that project design features such as truck idling limitations, sound barriers for external equipment, and other noise reduction measures will adequately reduce noise to below County standards.

Project design features may include, but are not limited to, the following:

Truck Idling Limitations. The owners or operators of commercial uses on mixed-use development sites shall post a sign at each loading area that states that the idling time for delivery truck engines shall be limited to no more than three minutes.

Sound Barriers for External Equipment. External noise-generating equipment associated with commercial uses (e.g., HVAC units) that are located in mixed-use developments and/or adjacent to residential uses shall be shielded or enclosed with solid sound barriers.

Disclosure of Potential Nuisance. Upon the transfer of residential property on mixed-use sites, the transferor shall deliver to the prospective transferee a written disclosure statement that shall make prospective home buyers or renters aware that, although potential impacts or conflicts between commercial and residential uses (e.g., noise) may be lessened by proper site design and

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maintenance, some level of incompatibility between the two uses would remain.

DevStd N-EGV-1D: *Construction activities within 1,600 feet of sensitive receptors for any project that requires a Land Use Permit, Coastal Development Permit or Zoning Clearance shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday.*

DevStd N-EGV-1E: *Stationary construction equipment that could generate noise exceeding 65 dB(A) at project site boundaries shall be shielded to County Planning and Development's satisfaction and shall be located a minimum of 200 feet from sensitive receptors.*

Policy N-EGV-1.3: Existing and projected noise generation levels shall limit the location, siting, and design of development.

Policy N-EGV-1.4: The County shall implement land use patterns and transportation planning that reduces motor vehicle trips and total vehicle miles traveled and calms speeds where appropriate to reduce road traffic-related noise generation.

Policy N-EGV-1.5: The County should work with appropriate agencies and other parties to resolve or minimize noise conflicts or nuisances.

Hazardous Materials to Avoid and Minimize

In general, Eastern Goleta Valley is a safe place to live and work since few conflicts exist between heavy or toxic industrial land uses and sensitive receptors. However, hazards to life and property are a concern resulting from oil and gas operations, businesses that handle hazardous materials, leaking underground storage tanks (USTs) from gas stations, and the airport approach zones.

This Plan is designed to minimize and avoid exposure or conflicts with the limited sources of hazards in Eastern Goleta Valley. Development is planned only where risk to life or property is minimized or avoided entirely, and the policy framework for land use and development decisions prioritizes maximum safety measures, particularly under the authority of County Environmental Health Services (EHS).

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GOAL #17. HAZARDOUS MATERIALS ARE MANAGED AND CONTAINED TO PROTECT HEALTH AND SAFETY.

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OBJECTIVE HAZ-EGV-1: Protect people from hazardous materials and conditions.

Policy HAZ-EGV-1.1: Safety measures shall be required as part of project review to minimize the potential for hazardous materials risks and public safety impacts.

Policy HAZ-EGV-1.2: Potential regional hazards shall be considered in land use planning and development, including hazards related to oil, gas, and nuclear energy production.

F. VISUAL RESOURCES

Public Vistas and Scenic Local Routes

The south coast of Santa Barbara County is beautiful, from ridgeline to shore. This inherent beauty results from the undisturbed natural environment on the periphery of the Urban Area in the foothills and along the coastline, as well as from the built environment where development has been designed to be architecturally pleasing and enhancing of public views, open space protection, landscaping, and overall quality of construction. This beauty is recognized and protected by many County planning documents, including the County's Scenic Highways Element, which indicates the entire length of US Hwy 101, throughout Goleta Valley, is eligible for scenic highway status, and the County's existing Land Use Element and Coastal Land Use Plan, which contain policies and goals protecting these visual resources. Additionally, State Route 154 is a State-designated Scenic Highway from US Hwy 101 near Los Olivos via San Marcos Pass to US Hwy 101 in Santa Barbara. Collectively, visual resources are valued and protected in Eastern Goleta Valley.

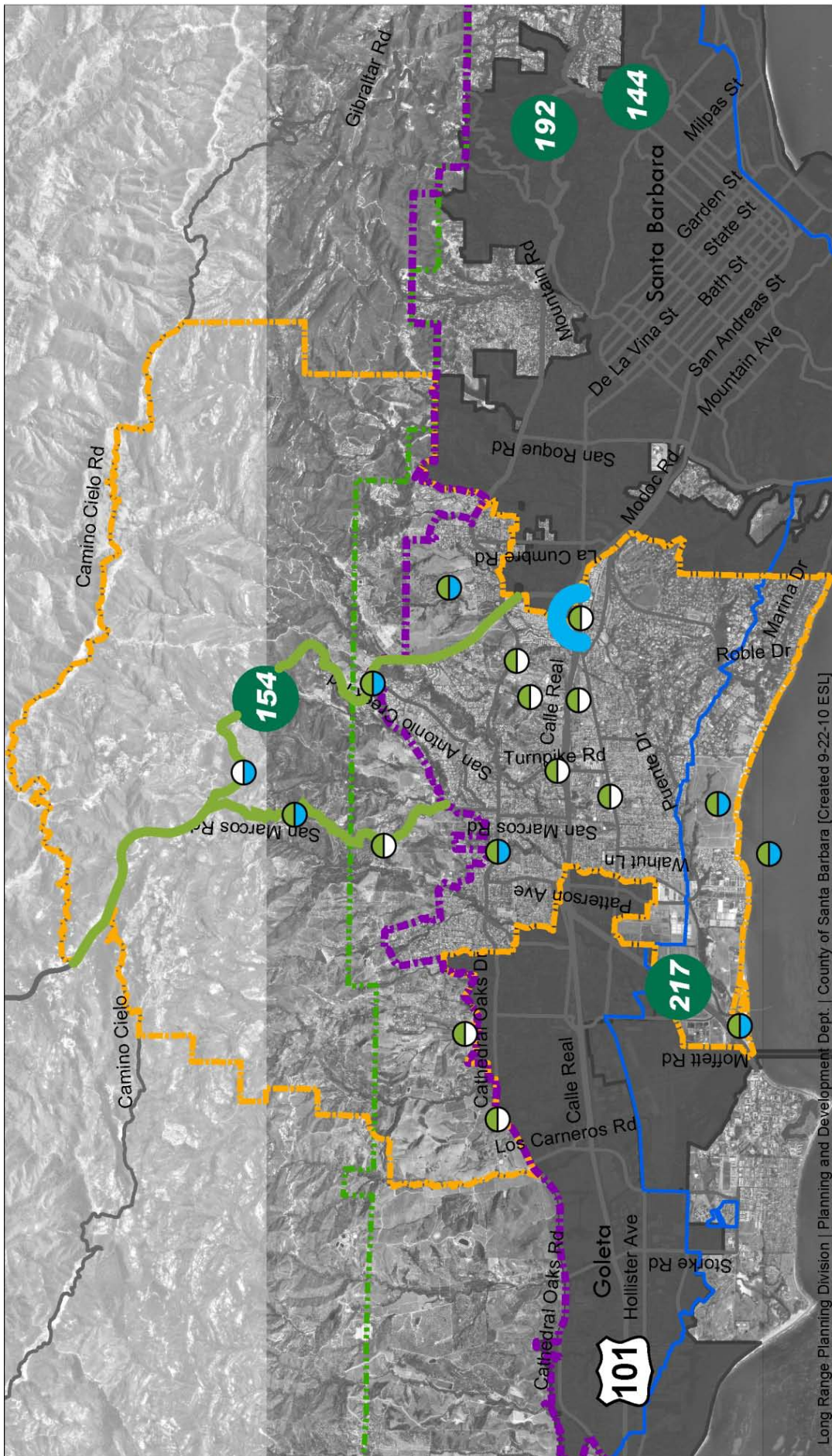
A concept discussed in the Open Space Element, termed "urban perimeters," is relevant to the rural foothills and the coastal areas of Eastern Goleta Valley. Urban perimeters are peripheral open space that gives a sense of place and scale within the Urban Area. Where the open edges can be seen from the built environment of the community, the psychological advantages are enhanced. Even where they cannot be seen from homes or work places, peripheral open spaces can give a sense of openness and offer visual resources close to home or work.

The natural scenic beauty of the South Coast affords the community a range of valuable benefits: environmental protection, economic appeal, community character, and enhanced quality of life. The ocean, mountains, and open spaces provide beautiful views from public vistas and scenic local routes as well as a sense of place and comfort. Often these visual resources stem from other valuable watershed resources, such as riparian corridors, environmentally sensitive habitat areas, and coastal resources. Collectively, these visible features help define the character of the community, a natural backdrop to the built environment within the limited Urban Area. Of particular interest is the preservation of undeveloped land in the foothills, which presents the largest continuous band of open space and coincident visual resources. These rural lands provide a significant visual backdrop to the urban areas and the justification for designing the built environment to frame and enhance these views, particularly from public gathering spaces in the Urban Area. Preserving the scenery from public vistas, scenic local routes, and gateways of the community is an important component of economic vitality, livability, and community well-being.

Table 4: General Locations of Public Scenic Resources

TYPE OF VIEW	Location
MOUNTAIN VIEWS	In the vicinity of State Street at State Route 154 Hollister Avenue from the western terminus of Auhay Drive to South San Marcos Road Cathedral Oaks Road at State Route 154 Cathedral Oaks Road from La Patera Lane to Los Carneros Road North Fairview Avenue to its terminus Northern portion of North San Marcos Road (from the Urban Boundary) to its intersection with State Route 154
ISLAND/OCEAN AND COASTAL VIEWS	State Route 154 from Painted Cave Road to intersection with State Street Goleta Beach Coastline, Beach, and Bluffs
360 VIEWS	Goleta Beach Northerly portion of San Antonio Creek Road to its intersection with State Route 154 More Mesa San Marcos Preserve and Open Space Northerly portion of North San Marcos Road to its intersection with State Route 154
GATEWAY	State Street at State Route 154
LOCAL SCENIC ROUTES	North San Marcos Road from Cathedral Oaks Road to State Route 154 State Route 154 from Camino Cielo Road (ridgeline) to State Street Turnpike Road from Hollister Avenue to Cathedral Oaks Road North Fairview Avenue to its terminus

Figure 25



Eastern Goleta Valley: Priority Public Vistas, Scenic Local Routes, and Gateways

- Proposed Urban/Rural Boundary
- Eastern Goleta Valley Boundary
- Los Padres National Forest Boundary
- Coastal Zone
- Local Scenic Route

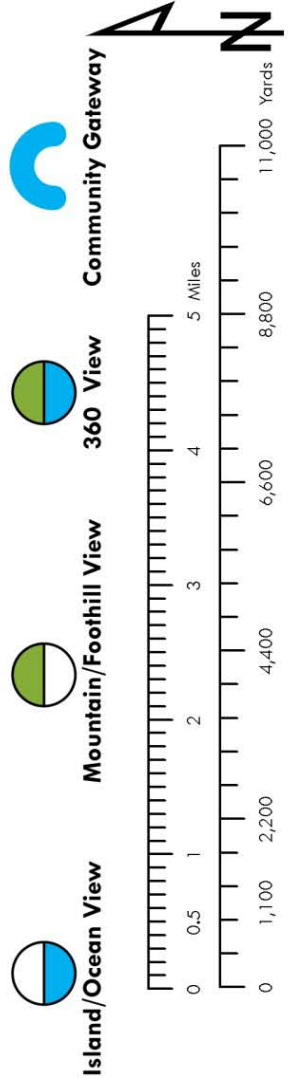


Figure 26

Design Guidelines for the Built Environment

In the interest of complementing the natural environment with an equally-pleasing built environment, design guidelines provide the steps to take in the development process to ensure a well-designed contribution to the community. Design guidelines for one-family and two-family residential development and mixed-use/multifamily residential development are important implementation tools of this Plan. In 2006, the County adopted the “Eastern Goleta Valley Residential Design Guidelines.” These guidelines apply to all one-family and two-family development subject to the Design Control Overlay, and include guidelines for elements such as site planning; neighborhood compatibility; second story additions; building mass, shape, and scale; and architectural styles and features. Action LUC-EGV-1A directs the County to develop and apply design guidelines for mixed-use/multifamily residential development.

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GOAL #18. THE SPECTACULAR BEAUTY OF EASTERN GOLETA VALLEY IS PRESERVED AND ENHANCED.

OBJECTIVE VIS-EGV-1: Preserve and enhance the visual resources and public vistas of the built and natural environment.

Policy VIS-EGV-1.1: Development should minimize impacts to open space views as seen from public vistas and scenic local routes and avoid impairment of significant visual resources.

Policy VIS-EGV-1.2: **Public Vistas and Scenic Local Routes:** Prominent views to and from the following Public Vistas and along and through Scenic Local Routes shall be preserved and enhanced:

- Santa Ynez Mountains and rural foothills
- Undeveloped skyline
- Coastal resources, including sloughs, beaches, wetlands, bluffs, mesas, the Santa Barbara Channel and islands
- Open space, or other natural area
- Natural watershed resources, such as creek/riparian corridors, wetlands, vernal pools, habitat areas, etc.
- Rural agricultural and mountainous areas

Policy VIS-EGV-1.3: **Gateway to the Community:** The County shall enhance the gateway to Eastern Goleta Valley at the intersection of State Route 154/US Hwy 101 and State Street as a local visual resource. Urban design and roadway improvements should indicate the transition to

the Eastern Goleta Valley community through a combination of features including, but not limited to:

- Landscaping.
- Signage.
- Public art and monuments.
- Decorative pavement and streetscape installations.
- Building façade and interface design.
- Multimodal transportation amenities.

- Policy VIS-EGV-1.4:** **Priority Public Vistas, Scenic Local Routes, and Gateway Map:** The scenic value of visual resources, public vistas, and scenic local routes and view corridors depicted in Figure 26 shall be preserved and enhanced. The Priority Public Vistas, Scenic Local Routes, and Gateway Map shall be updated periodically to depict the extent and location of visual resources defined through Policy VIS-EGV-1.2 and Policy VIS-EGV-1.3.
- Policy VIS-EGV-1.5:** High quality, well-designed structures and landscaping of commercial, institutional, agricultural, and residential development shall result through discretionary and/or design review processes, especially when development is highly visible from public places, such as public roads, bike paths, parks, trails, and beaches.
- Policy VIS-EGV-1.6:** Development shall be compatible in design and scale with the surrounding built environment and shall not impair public visual resources.
- Policy VIS-EGV-1.7:** **Mixed-Use Development Design:** Mixed-use development shall be reviewed by the County Board of Architectural Review. Where mixed-use development includes commercial and residential uses, the scale and design of the development shall maximize compatibility between the mix of uses and with surrounding development, enhance the character and function of the adjacent area, avoid light, noise, odor, and/or air pollution effects on residential uses, limit signage appropriately to achieve attractive designs for both residents of dwelling units and patrons of commercial businesses, and should incorporate plaza or courtyard materials that create a community space through the use of color and layering as patterns in the landscape and hardscape.
- Policy VIS-EGV-1.8:** The night sky shall be protected from excessive and unnecessary light associated with development as a strategy to promote safety,

save money, conserve resources, help retain the community's character, eliminate light trespass onto adjacent properties or other sensitive areas, and reduce health risks.

Policy VIS-EGV-1.9: In hillside areas where water tanks are required for structural fire-fighting purposes, tanks should be designed to:

- Blend in with natural land forms.
- Not impinge on the views.
- Be screened by landscaping.

Policy VIS EGV-1.10: In hillside areas, structures shall avoid the use of highly reflective materials, or be sited to minimize visible glare, with the exception of solar panel installations.

DevStd VIS-EGV-1A: *Development should enhance, frame, or promote public views within and adjacent to public vistas and scenic local routes, designing the development to:*

- *Incorporate natural features in design.*
- *Plant trees and install landscaping for screening purposes and/or minimizing view blockage as applicable.*
- *Limit the height and size of structures.*
- *Cluster building sites and structures.*
- *Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.*
- *Preserve historical and culturally significant structures and landscapes.*
- *Ensure use of signage is appropriate and attractive.*
- *Provide site-specific visual assessments, including use of story poles.*
- *Provide a similar level of architectural detail on all elevations visible from scenic corridors.*
- *Place existing overhead utilities and all utilities underground.*
- *Design buildings along scenic local routes to help protect views and create an attractive scenic corridor. On flat sites, vary or step building heights so that the height of building*

elements is lower close to the street and increases with distance from the street.

- *Design site layouts with parking behind buildings or out of view from building frontages and roadways.*
- *Avoid wall-like landscaping or building frontages along Community Corridors and Scenic Local Routes.*

DevStd VIS-EGV-1B: *Development of structures on coastal bluffs shall be discouraged, including coastal armoring, seawalls, and engineered staircases. Existing structures on coastal bluffs should be removed as feasible. When structures are removed, coastal bluffs shall be restored consistent with Comprehensive Plan policies for restoration (See also, Section IV. D: Ecology, Biology, and Watersheds).*

DevStd VIS-EGV-1C: *Development shall not occur on ridgelines if suitable alternative locations are available on the property. When there is no other suitable location, structures shall not intrude into the skyline or be conspicuously visible from public vistas. Additional measures such as an appropriate landscape plan and limits to building height may be required in these cases.*

DevStd VIS-EGV-1D: *Setbacks, landscaping, and structural treatments shall be emphasized along major roadways to help preserve public views and create an aesthetic visual corridor.*

DevStd VIS-EGV-1E: *Development along State Street, Hollister Avenue, Calle Real, and Turnpike Road should enhance existing view corridors. Parking lots and other impervious surfaces should be placed in side and rear, rather than frontage, areas in all development along community corridors (see also Section III.F: Transportation and Circulation).*

DevStd VIS-EGV-1F: *Commercial and residential buildings along Hollister Avenue, State Street, Calle Real, and Turnpike Road should have variation in building setback and façade design along the street frontage to enhance the visual interest and quality of the streetscapes (see also, Section II: Community Development and Land Use).*

DevStd VIS-EGV-1G: *Land use and development of the County Administration Campus on Calle Real should establish and enhance visual resources, including view corridors toward the mountains, coastline, and public spaces through appropriate landscape design and architecture(see also Section III: Public Services and Facilities).*

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- DevStd VIS-EGV-1H:*** *Outdoor lighting shall be designed, located, properly mounted, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and light pollution of the night sky while decreasing the ambient illumination of the community as a whole.*
- DevStd VIS-EGV-1I:*** *Outdoor lighting shall have the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and full cut-off to prevent light trespass above the horizontal, onto adjacent properties or into sensitive areas. Direct upward light emission shall be avoided. Light levels at the property line should not exceed 0.1 foot-candles adjacent to business properties and 0.05 foot-candles at residential properties. No light trespass in rural areas or on properties with sensitive resources shall be allowed.*
- DevStd VIS-EGV-1J:*** *All exterior lighting shall be designed as part of the overall architectural style and in scale with the development.*
- DevStd VIS-EGV-1K:*** *Lighting poles for parking lots shall be of the minimum height necessary to achieve sufficient and evenly spread illumination without "hot spots" for safety and security. Streetlights shall be pedestrian in scale and compatible with the development.*
- DevStd VIS-EGV-1L:*** *Interior lighting should illuminate only the interior of the building, and not illuminate the outdoors. This is particularly important for highly visible developments on ridges, hillsides, and in other sensitive areas.*
- DevStd VIS EGV-1M:*** *Lighting plans for development shall be reviewed by the BAR and these plans will, as a minimum, indicate the type, location, and number of fixtures, and include "cut" sheets indicating manufacturer-supplied specifications, photographs of fixtures, plots of the distribution of light levels in foot-candles on the ground at the designated mounting heights for the proposed fixtures, and a photo-simulation of the proposed night-time lighting.*
- DevStd VIS-EGV-1N:*** *Shut-off controls shall be used to decrease unnecessary night-time lighting. Commercial outdoor lighting should be used for safe pedestrian passage and property identification during business hours and shut off during non-business hours.*
- DevStd VIS-EGV-1O:*** *Adopt for the Plan area the outdoor lighting regulations cited in LUDC Section 35.30.120 C – Outdoor Lighting, Mission Canyon, for the Santa Ynez Valley and Summerland Community Plan areas.*

Appendices

APPENDIX I: ROADWAY CLASSIFICATION SYSTEM AND PROJECT CONSISTENCY STANDARDS

The Santa Barbara County Comprehensive General Plan Circulation Element Policy A states that:

"The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the Plan provides roadway classifications and project consistency standards of the Santa Barbara County Comprehensive General Plan's Circulation Element for unincorporated Eastern Goleta Valley. This Plan's system of roadway classifications and project consistency standards fully supersede the classifications and standards used in the current Circulation Element.

DEFINITIONS

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to Level of Service (LOS) E/F.

Estimated Future Level of Service: For a given intersection, the County-accepted level of service (LOS) is based on projections from the Goleta Valley Traffic Model or on existing traffic levels combined with traffic to be generated by approved but not yet occupied projects as referenced by the public draft environmental documents for the development project under review. The Estimated Future Level of Service must consider all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

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Estimated Future Volume: For a given roadway segment, the most recent County-accepted projections based upon the Goleta Traffic Model or a count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

Remaining Capacity: For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

Roadway Classification System

The following roadway classification system is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. This Plan does not designate any roadways within the community as primaries. As discussed in more detail below, a number of roadways in the community would be designated as Secondary. Secondary roadways are two lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadway may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries.

Roadway Classification System: Primary Roadways (2-4 lanes)

Roadway Classification	Purpose & Design Factors	Design Capacity		Level of Service C		Level of Service D	
		2 Lane	4 Lane	2 Lane	4 Lane	2 Lane	4 Lane
Primary 1 (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 would be spaced at one mile or more	19,900	47,760	15,900	38,200	17,990	42,980
Primary 2 (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 and well spaced curb cuts. Signal intervals at a minimum 0.5 mile intervals	17,900	42,480	14,300	34,000	16,110	38,232
Primary 3 (P-3)	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 0.50-0.25 mile	15,700	37,680	12,500	30,100	14,130	33,910

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Roadway Classification System: Secondary Roadways (2 lanes)

Roadway Classification	Purpose & Design Factors	Design Capacity	Capacity*		
			LOS D	LOS C	LOS B
Secondary 1 (S-1)	Roadways designed to serve moderate to high non-residential use with moderate number of driveways or large residential lots with large setbacks and well spaced driveways. Roadways have two lanes, infrequent curb cuts, and signalized intersections with primary roadways.	11,600	10,440	9,280	8,120
Secondary 2 (S-2)	Roadways serve a mix of residential and non-residential uses. Designed with two lanes and close to moderately close driveways.	9,100	8,190	7,280	6,370
Secondary 3 (S-3)	Roadways with primarily residential frontage, and small to medium lots. Designed with 2 lanes and more frequent driveways.	7,900	7,110	6,320	5,530

* Capacity shown in Average Daily Trips or ADTs.

Assigned Classifications for Goleta Valley Roads

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 Goleta are suggested for this classification.

- None

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
19,900	47,760	N/A to Goleta	N/A

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. This includes the following roadways:

- Hollister Avenue - 2 and 4 lane
- Cathedral Oaks - 2 and 4 lane
- Patterson Avenue (Cathedral Oaks-Hollister Avenue) - 2 and 4 lane
- Turnpike Road (Cathedral Oaks-Hollister Avenue) - 2 and 4 lane
- Calle Real (Patterson Avenue-US Hwy 154) - 2 and 4 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
17,900	42,460	14,300	34,000

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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.

- None

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
15,700	37,680	12,500	30,100

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.

- South Patterson Avenue (Hollister Avenue-Shoreline Drive), 2 and 4 lane
- South Turnpike Road (Hollister Avenue-southerly terminus), 2 and 4 lane
- Camino Del Remedio (Calle Real-northerly terminus/Cathedral Oaks), 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
11,600	N/A	9,300	N/A

Class S 2: Roadways designed to serve residential and non residential land uses. Roadways would be two lanes with close to moderately spaced driveways.

- Shoreline Drive (east-west portion) 2 lane
- Las Palmas Drive, 2 lane
- Nogal Drive, 2 lane
- Puente Drive (Hollister Avenue-More Mesa Road), 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
9,100	N/A	7,300	N/A

Class S 3: Roadways designed to primarily serve residential with small to medium lots. Roadways are two lanes with more frequent driveways.

- Patterson Avenue (Cathedral Oaks Road-northerly terminus), 2 lane
- North San Marcos Road (Calle Real to Cathedral Oaks), 2 lane
- South San Marcos Road, 2 lane
- Walnut Lane, 2 lane

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- San Simeon Drive, 2 lane
- Puente Drive (More Mesa Road-Vieja), 2 lane
- Vieja Drive, 2 lane
- San Antonio Creek Road, 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
7,900	N/A	6,300	N/A

Acceptable Capacity defined as 71% to 80% of Design Capacity

Source: Santa Barbara County Public Works, Transportation Division

Roadway and Intersection Standards for Determination of Project Consistency

1. **Purpose:** This section defines how the acceptable capacity levels that are identified for the classified roadways will be applied in making findings of project consistency with this Community Plan. This section also defines intersection standards in terms of level of service and provides methodology for determining project consistency with these standards. The intent of this section is to ensure that roadways and intersections in the community plan study area continue to operate at acceptable levels and to ensure that the intent of Circulation Policies is reflected in the determination of project consistency. The standards prescribed in this section shall also serve as a basis for circulation capital improvement planning and funding.
2. **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 exceed 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:
 - i. The number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or
 - ii. The project provides a substantial contribution to a high priority multimodal transportation project (or projects) as identified in the GVTIP that:
 - Substantially improves the multimodal transportation network.
 - Has a reasonable relationship to the project.
 - Is proportional to the size and extent of the project's impact on transportation system.

3. **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 .90 equal to LOS E, on down to a V/C ratio of .70 equal to LOS C and a V/C ratio of .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.
 - i. 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.
 - ii. For intersections operating at an estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.
 - iii. For intersections operating at an estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.
 - iv. 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.
 - v. 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.
 - c. In order to make a finding of consistency with the Community Plan where 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:
 - i. Construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above.
 - ii. Construct or fund operation of a high priority multimodal transportation project (or projects) as identified in the GVTIP that substantially improves the multimodal transportation network, has a reasonable relationship to the project, and is proportional to the size and extent of the project's impact on Goleta's transportation system.
 - iii. Provide for a County-approved combination of the above.
 - d. 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.
4. **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.
- ii. Road improvements included as part of the project description are consistent with the GVTIP and are adequate to fully offset the identified potential increase in traffic.
- iii. Multimodal 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 multimodal transportation system consistent with the GVTIP.

5. 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. Affordable housing sites and special need facilities as defined in the 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 multimodal transportation and is likely to substantially reduce single-occupancy vehicle trips.

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APPENDIX II: PROJECT GLOSSARY

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

Average Daily Trips or Average Daily Traffic

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

Assessment District

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

Bicycle Boulevards

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

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

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

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

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

Buffers

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

Commercial Design Guidelines

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

Areas often covered by the guidelines:

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

Community Garden

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

Connectivity

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

Conservation Easement

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

County land acquisitions

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

Design Residential (DR)

Important Note: See County Land Use and Development Code for official definition and code requirements. Design Residential (DR) is an existing County Zoning Designation with the following requirements for private open space:

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

Development (Inland)

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

Development (Coastal)

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

Development Impact Fees (DIFs)

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

Energy efficient/green building techniques and technologies

Efficient energy use, sometimes simply called energy efficiency, is using less energy to provide the same level of energy service. An example would be insulating a home to use less heating and cooling energy to achieve the same temperature. Another example would be installing

fluorescent lights and/or skylights instead of incandescent lights to attain the same level of illumination. Efficient energy use is achieved primarily by means of a more efficient technology or process rather than by changes in individual behavior.

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

Façade or Storefront Improvements to existing buildings

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

Green Infrastructure

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

Infill Development

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

Ingress and Egress

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

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

Land trusts

See Conservation Easements

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

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

1. Attached Residential Second Unit. A residential second unit that shares a common wall with the principal dwelling.

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

Low Impact Development (LID)

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

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

Mixed-Use Development

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

Mixed-use developments often combine residences and commercial spaces in the same building and provide community amenities, including plazas, outdoor seating/gathering areas, and

providing access to open spaces and/or access to retail, services, parks and recreation opportunities, and transportation nodes and corridors (See Transit Oriented Development or Smart Growth)

Multifamily Residential Design Guidelines

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

Areas often covered by the guidelines:

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

Open space easements

See Conservation Easement

Parking

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

Planned Unit Development (PUD)

Important Note: See County Land Use and Development Code for official definition and code requirements. Planned Residential Development (PRD is an existing County Zoning Designation

for residential developments with open spaces, recreation facilities, and other amenities for the public with the following requirements for public open space:

- Minimum 40% of gross acreage for common/public usage
- Consideration given to scenic, recreational, environmental habitat, historic, or cultural resources
- Commercial Recreational Facilities or Convenience Stores allowed for 200 units or more.

Pocket Parks

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

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

Purchase of development rights (PDR)

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

Recycling/Yardwaste/Composting

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

Redevelopment

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

Restoration Plans

Sometimes as a condition of approval for a project or for other reasons, environment or habitat restoration is required. Environmental restoration involves many different approaches and technologies depending on the requirements of the situation. It can involve heavy equipment like cranes, graders, bulldozers, or excavators, and also hand processes like the planting of trees and other vegetation. It can involve high-tech processes such as those applied in the careful environmental control required in fish-hatchery procedures. Today, computerized regulation is often being utilized in these processes. Computer-based mapping has also become an important dimension of restorative work, as has computer modeling.

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

Revitalization

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

Sensitive Receptor

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

Setbacks

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

Specific Plan

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

The use of specific plans, in many cases, has gone beyond the original legislative intent and incorporated detailed development plans with environmental policies, programs and goals to create defined areas which are functional, livable, and affordable and which offer the sense of place commonly envisioned in the creation of the general plan. Although specific plans are being used for projects ranging from "new towns" to manufacturing and warehousing developments, there remain many basic uncertainties about what a specific plan is, how it functions, its relationship to the implementation of the general plan, and the extent of its powers.

Streetscape

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

Traffic calming

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

Transfer of development rights (TDR)

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

Vehicle Miles Traveled

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

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APPENDIX III: CULTURAL RESOURCES TABLES

The following tables are from the Goleta Valley Community Plan Programmatic Environmental Impact Report (PEIR). Table 4.8-1 lists designated and previously identified County Landmarks and Places of Historic Merit. Tables 4.8-2, 4.8-3, and 4.8-4 inventory potentially significant agricultural properties, potentially significant commercial properties on a portion of Hollister Avenue, and historic period residential subdivisions within the Plan area.

Table 4.8-1: Santa Barbara County Landmarks and Places of Historic Merit				
Address	Name	Construction Date	Description	Status
399 Nogal Drive	Hope House	1875	Italianate house associated with significant architect Peter Barber; Agricultural Association	SBCL #10, NRHP Listed
4505 Via Bendita	Lutah Riggs Cottage & Hexagonal Barn	1949	Associated with a significant architect Lutah Riggs	SBCPHM eligible based on survey evaluation
4635 Via Roblada	Stanford Farms	1930	Spanish Colonial Revival, Associated with a significant architect G. Kaufmann	SBCL eligible based on survey evaluation
4151 Creciente Drive	Risa del Mar	1929	Spanish Colonial Revival; associated with significant architects Edwards, Plunkett and Howell	SBCPHM eligible based on survey evaluation
5320 Vineyard Road	San Jose Winery	1804	Winery Building for SB Mission	SBCL #25, NRHP eligible
1520 San Marcos Pass Road	San Marcos Spring House	1879	Single-room masonry building	SBCL #19
5048 Via Lara Lane	Irvine-Richard Property	1905 House, 1915 Barn	Craftsman dwelling; agricultural association	SBCL #44
4191 Mariposa Drive	Harmer House	1928	Spanish Colonial Revival	SBCPHM eligible based on survey evaluation
1520 Roble Drive	Rusack Residence	1930	Spanish Colonial Revival, associated with significant architect Reginald Johnson	SBCPHM eligible based on survey evaluation
1553 Roble Drive	Bryce Beach House, Cabaña and Funicular	1926 House, 1931 Cabaña	California Dream, associated with 2 significant architects	SBCL #48
4353 Marina Drive	Rich Beach Cabaña	1956	California Dream	SBCL #49
5050 Hollister Avenue	Lane Family Farmhouse	1864	House and Barn, Agricultural association	SBCPHM
5001 Hollister Avenue	Main/Begg House	Circa 1915	Craftsman Bungalow	SBCPHM

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Table 4.8-2 Potentially Significant Historic Period Agricultural Properties in the Plan Area				
Address	Name	Construction Date	Description	Status
5070 Cathedral Oaks Road	Community Covenant Church	Circa 1880; 1910	Craftsman dwelling; Mansard roof barn; board and batten shed	Not formally evaluated
1122 N Patterson Avenue	Lillard–Catlett House	1873	Colonial Revival dwelling; shed and dwelling; bunkhouse	Not formally evaluated
1168 N. San Marcos Road	Indian Orchard	Circa 1900	Farmhouse	Not formally evaluated
825 La Josa Road		Circa 1910	Farmhouse, barn	Not formally evaluated
6040 Franklin Canyon Road	Raintree Ranch	Circa 1920	Spanish Colonial Revival dwellings, barn	Not formally evaluated
6400 Cathedral Oaks	La Patera Rancho	1900–1920	Ranch Complex office, machine shop, equipment sheds, garages, worker housing	Not formally evaluated; property includes relocated buildings

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Table 4.8-3: Potentially Significant Historic Period Commercial Properties on Hollister Avenue between South San Antonio Road and U.S. 101

Address	Construction Date	Development Type
4455 Hollister Avenue	1941	Hotel/Motel
4447 Hollister Avenue	1963	Commercial
4437 Hollister Avenue	1964	Commercial
135 N. Nogal Drive	1964	Commercial
4441 Hollister Avenue	1964	Commercial
4444 Hollister Avenue	1947	Commercial
4410 Hollister Avenue	1954	Commercial
4417 Hollister Avenue	1962	Commercial
4425 Hollister Avenue	1964	Commercial
4321 State Street	1948	Commercial
4267 State Street	1958	Commercial
4235 State Street	1959	Commercial
4223 State Street	1959	Commercial
4203 State Street	1940	Commercial
4197 State Street	1927	Hotel/Motel
4283 State Street	1948	Commercial
4241 State Street	1946	Auto Repair/Old Gas Station
4257 State Street	1942	Commercial Residential
4135 State Street	1920	Commercial
4119 State Street	1946	Commercial
4111 State Street	1946	Hotel/Motel
4069 State Street	1959	Gas Station
4159 State Street	1959	Manufacturing
4123 State Street	1962	Commercial

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Table 4.8-4: Historic Period Residential Subdivisions in the Plan Area

Subdivision Name	Location	Recorded Date	Recorded Book/Page
+Los Verdes Tract No. 1	N/Calle Real; E/Turnpike Road	1955	015/382-383
Ratel Tract	W/Fairview Avenue; N/N. Patterson Avenue	1955	040/001-002
El Cerrito Tract	N/Foothill Road; E/Cieneguitas Road	1956	040/003-004
Los Verdes Tract No. 2	N/Calle Real; E/Turnpike Road	1956	040/039-040
More's Landing	S/Shoreline Drive; W/Anderson Lane	1956	040/005
Beguhl Tract No. 2	S/Shoreline Drive on Austin Road	1957	040/076
Foothill Knolls	S/Foothill Road; E/Hope Avenue	1957	040/056
Los Verdes Tract No. 3	N/Calle Real; E/Turnpike Road	1957	040/077-078
Walnut Park, Unit 1	N/Hollister Avenue; E/Maria Ygnacio Creek	1957	040/087-088
Anderson Tract	S/Shoreline Drive; W/Orchid Drive	1958	045/012
Cathedral Oaks Tract	N/Calle Real; W/Turnpike Road	1958	045/007-008
Goleta Sunshine Homes	S/Hollister Avenue; W/Walnut Lane	1958	045/043
Harlan Tract	S/Shoreline Drive; W/Orchid Drive	1958	045/060
Ladera Vista Tract	N/Cathedral Oaks Road; W/San Antonio Creek Road	1958	045/063-064
SB Cinderella Estates	S/Hollister Avenue; W/Walnut Lane	1958	045/009
Villa Esperanza	N/Modoc Road; E/Nogal Lane	1958	50/020-021
Walnut Park, Unit 2	N/Hollister Avenue; E/Maria Ygnacio Creek	1958	045/005-006
Goleta Sunshine Homes, Unit 2	E/Walnut Lane at San Lorenzo Drive	1959	051/015-017
Tract No. 10,010	W/Walnut Lane at San Vicente Drive	1959	051/064-065
Tract No. 10,016	S/Hollister Avenue; W/Puente Drive	1959	052/021-022
Tract No. 10,018	S/Shoreline Drive; E/Orchid Drive	1959	051/037
Tract No. 10,019	N/Foothill Road; E/Cieneguitas Road	1959	050/036-037
Tract No. 10,040	S/Hollister Avenue; E/Walnut Lane	1959	051/025-027
Tract No. 10,043	N/Foothill Road; W/La Vista Road	1959	052/072-074
Tract No. 10,044, Unit 1	N/Calle Real; W/Turnpike Road	1959	052/007-009
Tract No. 10,047, Unit 1	N/Cathedral Oaks Road; E/San Antonio Creek Road	1959	053/026-027
Tract No. 10,070, Unit 1	N/San Antonio Creek; E/San Marcos Road	1959	053/015-016
Tract No. 10,086	N/Cathedral Oaks Road W/San Marcos Road	1959	054/028-030
Tract No. 10,026	N/N Patterson Avenue; E/Fairview Avenue	1959	051/058-059
Tract No. 10,029	S/Hollister Avenue; E/Turnpike Road	1960	053/046-047

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Table 4.8-4: Historic Period Residential Subdivisions in the Plan Area			
Subdivision Name	Location	Recorded Date	Recorded Book/Page
Tract No. 10,029	S/Hollister Avenue; E/Turnpike Road	1960	053/044-045
Tract No. 10,029	S/Hollister Avenue; E/Turnpike Road	1960	053/050-051
Tract No. 10,029	S/Hollister Avenue; E/Turnpike Road	1960	053/048-049
Tract No. 10,044, Unit 2	N/Calle Real; W/Turnpike Road	1960	054/081-082
Tract No. 10,070, Unit 2	N/San Antonio Creek; E/San Marcos Road	1960	053/059-060
Tract No. 10,079	N/Modoc Road; E/Nogal Lane	1960	053/034-035
Tract No. 10,090	N/La Paloma Avenue; W/Via Chaparral	1960	052/090
Tract No. 10,092	S/Hollister Avenue; W/Walnut Lane	1960	053/030-031
Tract No. 10,107	S/Via Chaparral; W/San Antonio Creek Road	1960	054/005-007
Tract No. 10,128	S/Via Chaparral; E/San Antonio Creek Road	1960	054/016-017
Tract No. 10,134	S/Hollister Avenue; E/Turnpike Road	1960	054/068-070
Tract No. 10,134	S/Hollister Avenue; E/Turnpike Road	1960	054/066-067
Tract No. 10,134	S/Hollister Avenue; E/Turnpike Road	1960	054/064-065
Tract No. 10,134	S/Hollister Avenue; E/Turnpike Road	1960	054/062-063
Tract No. 10,037	N/Cathedral Oaks Road at Twinridge Road	1960	054/011-012
Tract No. 10,113	N. Hollister Avenue; W/San Antonio Road	1960	054/008
Tract No. 10,114	N. Hollister Avenue; W/San Antonio Road	1960	054/001-003
Tract No. 10,112	N/Calle Real; W/Turnpike Road	1961	055/028-029
Tract No. 10,115, Unit 1	E/Cambridge Avenue at Cathedral Oaks Road	1961	057/040-045
Tract No. 10,145	N/Patterson Avenue; E/Spur Valley Road	1961	057/027-037
Tract No. 10,150	S/Hollister Avenue; E/Walnut Lane	1961	056/055-056

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Table 4.8-4: Historic Period Residential Subdivisions in the Plan Area			
Subdivision Name	Location	Recorded Date	Recorded Book/Page
Tract No. 10,154, Unit 1	W/Patterson Road; N/Calle Real	1961	056/037-038
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	055/083-084
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	056/072-073
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	056/070-071
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	056/068-069
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	056/066-067
Tract No. 10,162	S/Hollister Avenue; W/Turnpike Road	1961	056/064-065
Tract No. 10,172, Unit 1	S/Hollister Avenue; W/San Marcos Road	1961	055/091-093
Tract No. 10,194, Unit 1	N/Hollister Avenue; W/San Marcos Road	1961	057/075-077
Tract No. 10,194, Unit 2	N/Hollister Avenue; W/Santa Paula Avenue	1961	059/021-022
Tract No. 10,194, Unit 3	N/Hollister Avenue; W/San Marcos Road	1961	059/023-024
Tract No. 10,154, Unit 2	W/Patterson Road; N/Calle Real	1962	059/065-068
Tract No. 10,163	S/Hollister Avenue; W/Turnpike Road	1962	058/010-011
Tract No. 10,163	S/Hollister Avenue; W/Turnpike Road	1962	058/018-019
Tract No. 10,163	S/Hollister Avenue; W/Turnpike Road	1962	058/016-017
Tract No. 10,163	S/Hollister Avenue; W/Turnpike Road	1962	058/014-015
Tract No. 10,163	S/Hollister Avenue; W/Turnpike Road	1962	058/012-013
Tract No. 10,193	W/Walnut Lane at San Lorenzo Drive	1962	057/080-081
Tract No. 10,197	W/Patterson Road; N/Calle Real	1962	057/096-098
Tract No. 10,206	N/Cathedral Oaks Road; E/San Marcos Road	1962	070/019-023
Tract No. 10,211	S/Hollister Avenue; W/Puente Drive	1962	058/088-089

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Table 4.8-4: Historic Period Residential Subdivisions in the Plan Area

Subdivision Name	Location	Recorded Date	Recorded Book/Page
Tract No. 10,214	N/Cathedral Oaks Road; E/San Antonio Creek	1962	058/022-024
Tract No. 10,236	N/San Antonio Creek; W/San Marcos Road	1962	059/099-100
Tract No. 10,253	N/Foothill Road; W/Cieneguitas Creek	1962	070/071-073
Tract No. 10,265	S/Hollister Avenue; W/S. San Marcos Road	1962	070/017-018
Tract No. 10,156	S/Hollister Avenue; W/Turnpike Road	1963	071/044-046
Tract No. 10,245, Unit 1	W/Kellogg Avenue both sides Cathedral Oaks Road	1963	070/058-065
Tract No. 10,251	S/ SP Railroad Tracks; E/Maria Ygnacia Creek	1963	070/066-068
Tract No. 10,256	N/Cathedral Oaks Road; E/Camino Del Rio	1963	070/088-093
Tract No. 10,260	N/Cathedral Oaks Road; W/ Patterson Avenue	1963	071/098-100
Tract No. 10,266	N/Calle Real; E/Maria Ygnacio Creek	1963	070/42-043
Tract No. 10,269, Unit 1	N/Cathedral Oaks Road; E/San Marcos Road	1963	071/007-011
Tract No. 10,331	N/Foothill Road; W/Cieneguitas Road	1963	072/027-028
Tract No. 10,272	N/N Patterson Avenue; E/Fairview Avenue	1963	072/014-015
Tract No. 10,316	S/N Patterson Avenue; E/Cambridge Drive	1964	072/047-051
Tract No. 10,245, Unit 2	N/Cathedral Oaks Road; E/Cambridge Drive	1964	072/069-074
Tract No. 10,318	S/Cathedral Oaks Road; E/Turnpike Road	1964	072/087-092
Tract No. 10,367	S/Cathedral Oaks Road; E/Turnpike Road	1964	073/027-034
Tract No. 10,305	N/Cathedral Oaks Road; E/San Antonio Creek Road	1964	072/036-037
Tract No. 10,293	N/Calle Real; E/N. San Marcos Road	1964	072/059-060
Tract No. 10,326	N/Calle Real; E/N. San Marcos Road	1964	072/082-084
Tract No. 10,311	N/San Simeon Drive; W/Turnpike Road	1964	072/054-055

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Table 4.8-4: Historic Period Residential Subdivisions in the Plan Area			
Subdivision Name	Location	Recorded Date	Recorded Book/Page
Tract No. 10,257	N/San Simeon Drive; W/S. San Marcos Road	1964	072/052-053
Tract No. 10,278	N/Hollister Avenue; W/S. San Marcos Road	1964	072/098-100
Tract No. 10,237	W/Walnut Lane at Kaiser Avenue	1964	073/048-049

APPENDIX IV: COMPENDIUM OF ACTIONS AND PROGRAMS

The table below provides a compendium of all of the action and program items identified in the Eastern Goleta Valley Community Plan.

Action or Program	Activity
<i>Planning Area Boundaries and Permitted Land Uses</i>	
Action EGV-5A	Mixed-Use Zoning District (MU): Develop the Mixed-Use Zoning District. The purpose and intent of the MU zone is to allow commercial/retail uses and residential uses in the same area, property, or structure to improve the Hollister Avenue – State Street commercial corridor as an attractive, safe, and pedestrian-oriented mixed-use neighborhood destination for goods and services through long-term redevelopment and revitalization, paired with a multimodal transportation system and streetscape improvements, per Policy LUR-EGV-2.3.
<i>Commercial/Mixed Land Uses</i>	
Action LUC-EGV-1A	Develop and apply Mixed-Use/Multifamily Residential Design Guidelines to development to ensure mixed-use and multifamily residential neighborhoods, properties, and/or structures are attractive to occupants, complement the aesthetics and character of the built environment, and are designed to be energy and resource efficient.
Action LUC-EGV-2A	Develop and implement programs to ensure economic vitality along the Hollister Avenue – State Street commercial corridor as feasible, such as the establishment of a parking district, business improvement district, or redevelopment agency.
Action LUC-EGV-2B	Apply General Commercial designations and zoning districts to all Highway Commercial properties to allow for community-oriented commercial development and services.
<i>General Public Services and Facilities</i>	
Program SF-EGV-1A	The County Capital Improvements Program shall be monitored, reviewed, and updated annually consistent with this Eastern Goleta Valley Community Plan. Upon adoption of this Community Plan, P&D shall coordinate with the responsible service agency or department to identify projects for inclusion in the County’s Capital Improvement Program (CIP).

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Action or Program	Activity
Program SF-EGV 1B	The County shall continue to evaluate projected service and infrastructure costs within Eastern Goleta Valley to determine how best to fund the implementation of public services and infrastructure improvements identified in this Plan.
Action SF-EGV-3A	<p>The County shall develop a master facilities and services plan for the County Administration Campus on Calle Real to transform the property to better serve as a civic/community facility with public amenities and a cohesive and efficient public administration campus to coordinate a variety of public agencies and public activities.</p> <p>The master plan should:</p> <ul style="list-style-type: none"> ❖ Enhance the utility, circulation, resource efficiency, and sustainability of the public properties and facilities consistent with this Plan. ❖ Identify opportunities and constraints for parks, trails and trailheads, a community center, environmental restoration, public safety enhancements, urban agriculture/community gardens, start-up or educational farms, and green infrastructure. ❖ Identify opportunities for sustainable transportation solutions and commuter facilities, such as solar parking or 'park and ride' lots, electric vehicle and bicycle charging stations, etc. ❖ Identify amenities and services needed by employees and visitors. ❖ Incorporate public outreach and input.
<i>Public Safety: Fire Protection, Law Enforcement, and Emergency Services</i>	
Action FIRE-EGV-1A	Develop educational materials and enhanced programs for properties within the ESH/RC overlay in high fire hazard areas through coordination between Planning and Development and the County Fire Department to ensure that fuel modification activities and practices achieve a balance between habitat values and fire hazard risk.
Action FIRE-EGV-1B	The County shall encourage and support the development of a Community Wildfire Protection Plan for at risk communities of the Eastern Goleta Valley in compliance with the Community Wildfire Protection Plan Development Process for Santa Barbara County, adopted on August 2, 2011.

EASTERN GOLETA VALLEY COMMUNITY PLAN

Action or Program	Activity
Action FIRE-EGV-2A	Remove impassible roadblocks and dead-end roadways where possible in compliance with the Fire Department's Development Standard #1 for Access Roads in order to improve the accessibility and circulation for emergency responders and evacuation routes. All required public access roads shall be able to be used routinely for access into and out of an area.
Action FIRE-EGV-2B	Reopen Fire Station 19 to improve fire protection service provision.
Action FIRE-EGV-2C	Study and establish as feasible rural fire access roads to provide both improved fire response services and public trail corridors.
<i>Parks, Recreation, Trails, & Open Space</i>	
Program PRT-EGV-3A	(COASTAL) Continue to develop and implement shoreline management plans at Goleta Beach County Park for public recreation areas subject to wave hazards, erosion, and impacts from sea level rise. Shoreline management plans should provide for the protection of existing development, public improvements, coastal resources, coastal access, foredune restoration and public opportunities for coastal recreation. Plans must evaluate the feasibility of hazard avoidance, maintaining and restoring natural sand supply, and beach nourishment and planned retreat, and encourage the use of non-structural shoreline protective methods.
Action PRT-EGV-4A	Develop an active park on public property at the Ben Page Youth Center to complement and enhance the existing facilities. The park plan should address: <ul style="list-style-type: none"> ❖ Play structures and recreational improvements. ❖ Hydrology and flooding needs. ❖ Accessibility, circulation, and parking serving vehicles, bicycles, and pedestrians.
Action PRT-EGV-4B	Acquire and improve active and passive small or 'pocket' parks to better serve neighborhoods south of US Hwy 101 in Eastern Goleta Valley. Pocket park acquisition may be paired with other public improvement projects, such as creeks, flood control, and transportation projects, particularly within the Atascadero Creek Greenway.

EASTERN GOLETA VALLEY COMMUNITY PLAN

Action or Program	Activity
Action PRT-EGV-5B	The County shall review, address, and revise the Goleta Trails Implementation Study. In addition to any revisions necessary to update information contained in the current document, the revised implementation study shall investigate additional opportunities to add proposed trail corridors to the PRT map. The revised implementation study shall study and recommend to the Board of Supervisors incentives to encourage property owners to dedicate trail easements as determined to be feasible. The study shall consider opportunities to develop incentives appropriate for various project types, including General Plan Amendments, Rezones, Conditional Use Permits, and subdivisions. Incentives may include but are not limited to: tax reductions, benefit assessment districts, priority processing of applications, Development Impact Mitigation Fee discounts, and where appropriate, limited increases in development where consistent with resource protection and applicable general plan policies (e.g., additional parcels or residential units).
Action PRT-EGV-5C	Acquire and/or develop each trail identified on the PRT maps. Pursue acquisition of additional recreational trails and open space through: <ul style="list-style-type: none">❖ Expansion of the County Capital Improvement Program for acquisition of additional public recreational and trail properties.❖ Pursuit and protection of title to properties that are in the public domain through past use or development.❖ Acquisition of desirable property and/or necessary property to expand trails networks, to provide key interconnections, and to meet the most pressing public demands, through negotiated acquisition or cooperation with outside agencies, such as land trusts or cooperatives, as approved by the County Board of Supervisors.
Action PRT-EGV-7A	Review Offers to Dedicate Coastal Access for feasibility of accepting any or all such offers.
Action PRT-EGV-7B	Identify additional vertical access points and coastal parcels which could be acquired to preserve and maximize public access to coastal resources.

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Action or Program	Activity
Action PRT-EGV-7C	As funding becomes available, the County shall prepare a Park Master Plan and develop a passive park on the 10-acre Park property to include uses such as trails, informational kiosks, picnic areas, public restrooms, off-leash dog area, and other passive uses.
<i>Water, Wastewater, and Solid Waste Management</i>	
Program WAT-EGV-2A	The County, in coordination with water purveyors and sanitary districts, shall maintain and periodically update standards for low water use plumbing fixtures. The County shall encourage the water purveyors to continue their efforts to retrofit old fixtures with more efficient designs (e.g., low flow toilets and showerheads).
Program RRC-EGV-1A	Continue to enhance and implement curbside recycling and solid waste diversion programs with consideration of incentives to increase participation. Facilities for curbside solid waste management shall be required for development as deemed appropriate by the County Public Works Department.
Program RRC-EGV-1B	Provide yard waste collection programs to residential development in the Urban Area and, where feasible, outside the Urban Area. Such programs may include yard waste accumulation bins, curbside pickups, and onsite composting. Facilities for curbside yard waste collection shall be required as deemed appropriate by the County Public Works Department.
Program RRC-EGV-1C	Continue to enhance and implement the yard waste mulching program with consideration of incentives to increase participation.
<i>Transportation and Circulation</i>	
Program TC-EGV-1A	Programmatically improve Eastern Goleta Valley Community Corridors to best serve as multimodal Complete Streets in coordination with County Public Works Department.
Program TC-EGV-1B	Seek funding to programmatically increase the number of street trees along Eastern Goleta Valley Community Corridors as part of the Urban Forestry objectives and policies of the Section IV: Environmental Resources and Constraints. Installation and maintenance of street trees should be considered a required component of development along Community Corridors.
Program TC-EGV-1C	Update and revise the Goleta Transportation Improvement Plan (GTIP) as needed to address and implement County transportation facility improvements envisioned in this Plan.

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Action or Program	Activity
Action TC-EGV-1D	Monitor effectiveness of operation of transit, bicycle, and pedestrian facilities, and apply multimodal transportation and circulation improvements as operational, efficiency, and/or LOS standards develop within the Transportation Engineering field.
Action TC-EGV-1E	Improve circulation, parking, and flow of traffic through the Hollister Avenue – State Street commercial corridor and intersections through multimodal improvements, streetscape planning, and roadway capacity improvements as needed to support a mix of residential and commercial land uses in the vicinity.

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Action or Program	Activity
Program TC-EGV-1F	<p>Study and construct as feasible the following recommended improvements to create improved multimodal north-south and east-west routes to better connect destinations, neighborhoods, and land uses of Eastern Goleta Valley:</p> <ul style="list-style-type: none"> ❖ San Simeon Drive Improvements: If needed and constructed, design the San Simeon Drive roadway extension connecting the San Marcos Neighborhood with Turnpike Road to include bicycle and pedestrian facilities. Make this roadway a bicycle route and a Safe Route to School to calm traffic speeds and retain character of the residential street, achieve an official east-west bicycle route as an alternative to Hollister Avenue, and provide an east-west connection from the Maria Ygnacio bike path. Improve San Simeon Drive to serve as a low-speed street that has been improved for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments. ❖ Calle Real Extension Bicycle/Pedestrian Crossing: Create a bicycle/pedestrian connection over Maria Ygnacio Creek from Calle Real to the City of Goleta via Patterson Avenue. This improvement will achieve a needed east-west connection to the major commercial corridor in the City of Goleta and a new bicycle commuter route. ❖ Ben Page Youth Center/County Calle Real Administration Campus Area: Overpass or underpass crossing US Hwy 101 to connect users to employment/government center, recreational resources, and commercial services, and provide safe alternative for students to bypass Turnpike Road overpass. ❖ Hollister Avenue – State Street Commercial Corridor: Overpass or underpass crossing US Hwy 101 to connect north side neighborhoods and mobile home parks to south side commercial and transit opportunities, and provide a local connection between Calle Real and Hollister Avenue to bypass or improve the State Route 154 overpass.
Action TC-EGV-1G	<p>Create north-south connections between Cathedral Oaks Road and Calle Real for thru-traffic, bicycles, and pedestrians, or install a permeable barrier that can be opened as needed and determined by the County in the event of emergency or to address congested circulation.</p>

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Action or Program	Activity
Program TC-EGV-2A	Sidewalk Connections: Continue to complete gaps in existing sidewalk system and improve pedestrian crossings along Community Corridors.
Program TC-EGV-2B	Signal Timing: Set the timing of traffic signals during routine maintenance and other signal adjustment program to allow adequate time for pedestrians (including the elderly and young children) to walk across safely when the pedestrian call button is activated.
Program TC-EGV-2C	<p>Transit Facilities: Coordinate with MTD, Caltrans, and County Public Works to increase bus service and the number of convenient sheltered bus stops within 1/4 mile (walking distance) of commercial nodes, public parks, and schools. Enhanced bus service should be considered for the following corridors to serve adjacent land uses:</p> <ul style="list-style-type: none"> ❖ Turnpike Road from Tucker's Grove County Park/Cathedral Oaks Road to Hollister Avenue ❖ Calle Real from Turnpike Road to the City of Santa Barbara
Action TC-EGV-2D	Construct as needed and feasible a public transit facility within the planning area. If feasible, the transit facility should adequately serve the needs of the public transit system, as well as the needs for other modes of transportation, including bike racks, drinking fountains, shade, benches, etc.
Program TC-EGV-2E	Maintain a working group with MTD, the Association of Governments, the Airport, and UCSB to study the potential for the creation and joint-funding of affordable electric or other "clean-air" shuttle service and, if found feasible, implement such a system along Community Corridors.
Action TC-EGV-2F	<p>Support and pursue the location of a train/light rail station in Goleta Valley, designed to connect to neighborhood and commercial nodes where feasible. Appropriate potential locations include:</p> <ul style="list-style-type: none"> ❖ Intersection of Hollister Avenue and Modoc Road ❖ Ben Page Youth Center and County Calle Real Administration Campus ❖ Junction of US Hwy 101 and Turnpike Road north-west of the Turnpike Center

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Action or Program	Activity
Program TC-EGV-3A	<p>Streetscape and Building Frontage Design: Develop and implement a program to fund and maintain streetscape and landscape improvements of the Community Corridors as part of Complete Streets improvements. The following design elements shall be considered for Community Corridors:</p> <ul style="list-style-type: none"> ❖ Street tree canopy and landscaped medians ❖ Landscape buffers between automobile traffic and pedestrian traffic ❖ Landscape design in public-private interface areas to create a coordinated transition ❖ Street furniture and decoration, such as bus stop shelters, planter boxes, benches, lighting, and trash/recycling containers, decorative paving, and signage ❖ Public parking lots and other solutions that are low-impact, convenient, and alleviate traffic congestion and support economic development ❖ Utilities that are shielded or designed to blend into the streetscape design
<i>Watershed Ecology: Hydrology, Biology, and Geology</i>	
Program ECO-EGV-4A	Develop, maintain, and modify as needed an Urban Forestry strategy and/or program consistent with the policies and development standards of this Plan.
Action ECO-EGV-4B	As part of the County's Capital Improvement Program, the planting and cultivation of trees shall be considered a priority for public lands, including parks, open spaces, streetscape designs, and County facilities.
Action ECO-EGV-4C	The County should seek federal, state, and private monies to help fund the acquisition, planting, cultivation, and maintenance of the public trees component of the urban forest. Volunteer or community service shall be encouraged to advance the development of an Urban Forest in Eastern Goleta Valley.
Action ECO-EGV-5A	The Land Use and Development Code and maps of ESH/RC overlay areas shall be studied and updated to reflect the current extent of known biological resources/habitat areas, with consideration of potential additional biological resources and habitats meeting the criteria of Policy ECO-EGV-5.2, including, but not limited to chaparral habitat areas. If additional biological resources and/or habitat areas are identified, Policy ECO-EGV-5.4 shall be modified to include the updated resources list.

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Action or Program	Activity
Action ECO-EGV-5B	The ESH overlay shall be studied and updated to require a land use permit for clearing and/or disturbance of ESH areas, subject to equivalent provisions for review and approval of a development project.
Program ECO-EGV-5C	The County shall periodically review and update the ESH/RC Overlay Map as needed to incorporate any and all new data and include all habitats identified by Policy ECO-EGV-5.4 to the maximum extent feasible. The County shall pursue grants and other funding opportunities and collaborate with third parties, such as UCSB, California Department of Fish and Wildlife, and the Land Trust of Santa Barbara County, to coordinate habitat mapping efforts and maximize funding opportunities. Periodic updates are important since the scale of the overlay map precludes complete accuracy in the mapping of habitat areas and, in some cases, the precise location and extent of ESH/RC areas are not known until new data becomes available. In addition, the migration of species or discovery of habitats may result in the designation of additional areas.
<i>Cultural Resources</i>	
Action HA-EGV-2A	The County, Chumash representatives, and community should work together to ensure appropriate tribal access to significant tribal cultural resources while respecting the rights and privileges of private property owners.