

## ADDENDA and ERRATA to the Goleta Community Plan

**January 2000**

As noted on its cover, the most recently published version of this document includes text amendments through October 1995. Since then, the Santa Barbara County Board of Supervisors has adopted important revisions to the Goleta Community Plan. This ADDENDA and ERRATA presents the substance of such adopted changes, pending publication of a fully updated text in its entirety.

- (In general:) All occurrences of “RMD” (Resource Management Department) are replaced by “P&D” (Planning and Development), to reflect a 1994 departmental name change and restructuring.
- (In general:) The maps [and figures] within the text of the Goleta Community Plan are reproductions of the Plan’s oversized *official* maps, which are subject to amendment from time to time as provided by state law. It is possible that one or more of the corresponding oversized *official* maps have changed since the adoption or revision date noted on the cover of the plan document. Please always consult the oversized *official* maps to ensure that correct information is being conveyed.

## II. COMMUNITY DEVELOPMENT

### A. *Introduction*

- (Page 23:) **Figures 5, 6 and 7**, the Goleta Community Plan Land Use Designations, West, Central, and East Sections, respectively, are amended. There are two large-scale, official maps that provide Land Use Designations for the planning area: the Southern Section – Coastal Plan and the Northern Section. The amendments to Land Use Designations are provided referring to the Southern and Northern Sections on the large scale, official maps, rather than the 1993 reproductions that divide the planning area into West, Central and East Sections.

## Land Use Designations – Southern Section Map Amendments/Revisions

LOCATION	EXPLANATION	CASE, RESOLUTION, and ADOPTION DATE	REVISION DATE
Highway 101 and Ferren Rd. APNs 79-090-24, 79-200-09	Parcels removed from Transportaion Corridor designatation	N/A (error correction)	11/11/93
Isla Vista APN 75-181-34	From Residential-3.3 to Recreational	N/A (error correction)	11/11/93
Isla Vista APN 75-202-40	From Recreational to Residential-8.0	N/A (error correction)	11/11/93
Isla Vista APN 75-202-04	From Residential-8.0 to Recreational	N/A (error correction)	11/11/93
Hope Ranch APNs 63-130-01, -02	Coastal Zone Boundary Adjustment	N/A (error correction)	11/11/93
Ellwood APN 73-090-26	Coastal Zone Boundary Adjustment	N/A (error correction)	11/11/93
Hyatt Hotel Site APNs 79-200-06 -07	Planned Development designatation removed	N/A (error correction)	1/14/94
Entire Goleta Coastal Zone Boundary APNs 63-131-2, -11, 65-63-26, 71-19-36, 79-09-06, -08, -18, -20	Coastal Zone Boundary Adjustment	California Coastal Commission Boundary Adjustment, BA #2-93, 2/4/94	2/4/94
Hollister/ Los Carneros Way APN 73-070-34	From Industrial Park to General Commercial	95-GP-007, Resol. 95-541, 1/4/94	12/21/95
Los Carneros Community APNs 73-070-25, -26, -27, 73-060-46, -49, -50, -51	From Open Lands and General Commercial to Planned Development	95-GP-007, Resol. 95-541, 1/4/94	12/21/95
69-160-13, -36 portions	Two land use designations are indicated on the map. The correct land use designation is Scenic/Buffer	N/A (error correction)	5/26/95
Storke Road near Hollister APNs 073-100-08, -11, -12, -31	From Industrial Park to General Commercial	94-GP-013, Resol. 96-069, 2/20/96	2/29/96
Hollister and Modoc APN 61-091-04	From Neighborhood Commercial to Residential-8.0	N/A (error correction)	6/10/96
Turnpike and Calle Real APN 67-230-43	From Office and Professional to General Commercial	N/A (error correction)	6/10/96
Puente Drive and Atascadero Creek Bikeway APNs 061-271-006 -011 012	Portions of parcels from Residential-1.0 to Residential-1.8	94-GP-012, Resol. 96-250, 6/18/96	6/25/96
Sand Piper Golf Course APN 79-210-059	17.4 acre portion from Recreational to Residential-0.3	93-GP-003, Resol. 95-533, 11/21/95	8/30/96
South Fairview and Placencia APN 71-190-18	City and Community Plan boundary adjustment--parcel in city iurisdiction	N/A (error correction)	10/24/96

## Land Use Designations – Southern Section Map Amendments/Revisions (cont'd.)

LOCATION	EXPLANATION	CASE, RESOLUTION, and ADOPTION DATE	REVISION DATE
Camino Real Shopping Center APN 073-440-005	Re-designate property for Camino Real Shopping Center	95-GP-001, Resol. 97-313, 7/22/97	9/9/97
Northeast corner of Patterson and Highway 101 APNs 067-200-008, -009	From Design Residential-4.6 to General Commercial	96-GP-015, Resol. 97-454, 10/28/97	10/28/97
Old Town: Tecolote, Armitos, and Aguila Aves APNs 71-032-01, -15 thru 21, -23, -24, -30 thru 33, -35, -36, 71-033-01 thru -07, -12 thru -18. 71-061-01 thru -04, -21 thru -25. 71-062-01 thru -07	From undesignated to Residential-12.3. Adjustment of Residential-4.6 and Residential 30.0 boundary.	N/A (error correction)	12/8/97
Old Town: APNs 71-130-09	Remove General Commercial and General Industrial designation	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APNs 71-130-10, and -16	From Industrial Park to Residential	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APN 71-130-23	From Office/Professional/ Residential to General Commercial	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APNs 71-130-26, -52	From General Commercial to Industrial Park	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APNs 71-021-39 thru -41, -43, 71-051-02, -23.	From General Commercial to Residential	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APNs 73-080-05, -30, -31	From General Commercial to General Industrial	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Cathedral Oaks: APNs 79-120-47 and 79-120- 94 (now -96)	Land use of adjusted Parcel 2 from A-I-10 to Residential-4.6	98-GP-004, Resol. 98-408, 10/27/98	11/19/98
Certain Ag designated lands	From A-II to AC, updated for the Agriculture Element	98-GP-08, Resol. 98-406, 10/27/98	1/21/99
Forte Ranch APN 59-450-001 thru -080	From Residential-8.0 to Residential-12.3	94-GP-004, Resol. 99-150, 4/20/99	4/27/99
Forte Ranch APN 59-140-038	From A-I-5 to Residential-8.0	94-GP-004, Resol. 99-150, 4/20/99	4/27/99
Forte Ranch 17.02 acre portion of APN 59-140-39	From A-I-5 to Residential Ranchette (1 unit per 5 acres)	94-GP-004, Resol. 99-150, 4/20/99	4/27/99
Shirrel Way and Fairview Ave APN 077-170-009 and -028	Boundary adjustment between Residential-4.6 and General Commercial	98-GP-028, Resol. 99-488, 12/7/99	12/28/99

## Land Use Designations – Northern Section Map Amendments/Revisions

LOCATION	EXPLANATION	CASE, RESOLUTION, and ADOPTION DATE	REVISION DATE
Certain agricultural preserve parcels	From A-11 to AC for Agriculture Element update	98-GP-008, Resol. 98-406, 10/27/98	1/21/99

- (Page 30 & 35:) **Table 3** and associated **Figure 9**, Affordable Housing Overlay (AHO ) Sites (and Initiated AHO Sites), Sites with Development Standards and Candidate Sites for Transfer of Development Rights, are amended as follows:

LOCATION	EXPLANATION	CASE, RESOLUTION, and ADOPTION DATE	REVISION DATE
Initiated AHO Site #9: Koart	Deleted	denial of rezone	12/21/95
AHO Site #5 APNs 79-210-49 and portion of 79-210-59	AHO Site expanded to include a portion of 79-210- 59 and changed to Residential- 8.0	93-RZ-003, ord. 4208	8/30/96
Old Town: APN 71-130-10, - 15, -16, -39	Added as Initiated AHO site	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APN 71-130-23	Removed as an AHO site	98-GP-019, Resol. 98-250, 6/23/98	8/3/98
Old Town: APN 71-130-47	Removed as an Initiated AHO site	98-GP-019, Resol. 98-250, 6/23/98	8/3/98

### *C. Land Use—Residential*

- (Page 44:) ~~**Action LUR-GV-1.4:** The County shall initiate an amendment to the Comprehensive Plan and rezone to apply the AH GOL Overlay to Assessor’s Parcel 71 130 47 (Hollister Trailer Park) for a base designation of Res. 12.3 and zone of DR 12.3 and an AHO designation of Res. 30 and zone of DR 25 on the southern 4.027 acres of this parcel and a designation of General Commercial and zone of C 1 on the northern .954 acres, and shall require all of the conditions associated with this Overlay. The County shall perform environmental review and project-specific mitigation measures will be identified and applied as a part of project development. (amended by 98-GP-019, Resol. 98-250, 6/23/98)~~
- (Page 46:) ~~**Policy LUR-GV-4: Parcels 67-200-08, 09 (Pebble Hill West) shall have a land use designation of Res. 4.6 until such time as Calle Real is extended through the property. Once Calle Real is extended, the County shall consider the portion of the parcel located south of Calle Real for a commercial designation and the remaining portion north of Calle Real should be considered for a higher density under the provisions of the County’s Affordable Housing program.** (amended by 96-GP-15, Resol. 97-454, 10/21/97)~~
- **OTHER RESIDENTIAL DEVELOPMENT STANDARD SITES**

Mission Industries (#17)

~~The Mission Industries site (APN 71-130-023) is comprised of 12.36 acres, located west of the Kellogg Ave./Kellogg Pl. intersection, 1200 feet south of Hollister Ave. and 200 feet west of Ward Memorial Blvd. (State Highway 217). The site's Affordable Housing Overlay designation would allow provision of new housing in close proximity to Old Town, while the "Striped Area" designation allows both Residential uses at a density of 8.0 units per acre on the northern 6 acres and "Professional/Institutional" uses on the remaining portion of the property (Figure 14). The old channel and relictual riparian corridor of San Jose Creek runs along the northern boundary of the parcel along with a proposed public trail, which provides a wildlife corridor/greenbelt along with pedestrian access to nearby areas. While the ideal area for residential development onsite is adjacent to the creek, the eventual siting of development should also account for compatibility between different types of uses. The site is located in an area of moderate to high noise levels (60dBA). The site is surrounded by parcels containing light industrial/office buildings and the Goleta Valley Community Center to the north of San Jose Creek.~~

Development Standards

~~**Policy LUDS-GV-4:** The Mission Industries parcel (APN 71-130-23) shall be designated (and zoned) Res. 3.3 (DR 3.3) on the northern 6 acres, with an AHO of eight units an acre, and Office and Professional (PI) on the southern 6.36 acres and shall comply with the following development standards for any proposed development on the site:~~

~~**DevStd LUDS-GV-4.1:** The planning, timing and location of industrial and residential development onsite shall be coordinated and buffers shall be provided between the two uses. Development plans submitted for the site shall depict the location and amount of land reserved for public and/or private open space and habitat protection/restoration. The residential units must be provided prior to or concurrent with the development of Professional/Institutional uses onsite.~~

~~**DevStd LUDS-GV-4.2:** All residential structures shall be located outside of the 65 dBA noise corridor.~~

~~**DevStd LUDS-GV-4.3:** The residential units shall be clustered to maximize open space and to provide a buffer between the units and the adjacent creek and Professional/Institutional development.~~

~~**DevStd LUDS-GV-4.4:** A public access trail shall be investigated and provided if appropriate along Old San Jose Creek.~~

~~(subsequent numbering changed; amended by 98-GP-019, Resol. 98-250, 6/23/98)~~

- (Page 69:) **Figure 14** is deleted. (amended by 98-GP-019, Resol. 98-250, 6/23/98)

- (Page 80:)

Hollister/Kellogg Specific Plan (#54)

~~The Hollister/Kellogg Specific Plan site is comprised of seven parcels encompassing approximately 14 acres at the northeast corner of the intersection of Hollister and Kellogg Avenues. This site is bounded on the north by Armitos Avenue, on the south by Hollister Avenue, on the east by existing~~

apartments and Dearborn Place and on the west by Kellogg Avenue. The site is bisected by San Jose Creek and its associated riparian corridor, which in places contains mature trees which extend out well past the existing top of the creek bank. This creek's *floodway* and floodplain are currently designated by the FEMA flood maps as extending well outside of the creek's channel to occupy substantial portions of the site (Figure 19). Existing uses include three single family homes on the east side of the creek (APN 79-090-36,37), and on the west side of the creek, progressing north from Hollister Avenue, a car repair and leasing operations fronting Hollister Avenue (APNs 79-090-63 and 78, respectively), one single family home (APN 71-090-77), a seven unit condominium development (71-340-01 through 07) and a clustered duplex development owned by the County Housing Authority (APN 71-090-80). Between 7 to 8 acres of underdeveloped or undeveloped land is located on four parcels exist east of the creek, much of which is constrained by flooding hazards. Figure 19 depicts the site's key features and constraints.

Although the most of the undeveloped portions of the Specific Plan site are constrained by flooding, the parcel east of the creek was determined to be only marginally suitable for any development due to flooding hazards over most of the site, its long and narrow configuration, and setbacks from the creek and neighboring properties which would even further limit developable area. Because of these constraints, and due the existing high density uses in the area and lack of parks to serve Old Town Goleta, this site was selected as being suitable for potential creation of a public park.

The following development standards require that ~~the County~~ fund and prepare a Specific Plan for the site in order insure orderly planning of this constrained site and to further the public goal of establishing a neighborhood park on the highly constrained **parcel** east of the creek. This goal will not only facilitate the provision of a park in an area of high need, it will remove the development potential from a constrained parcel while providing a reasonable return to that parcel's owner.

#### Development Standard

**~~Policy LUDS-GV-9: The Land Use designation for the Hollister/Kellogg site (APNs 71-090-36, 37, 63, 77, 78, 80) shall be Res. 10 with a zone district of DR-10. In order to facilitate orderly development of these parcels, the County, in coordination with the property owners, shall prepare a Specific Plan which would allow all or a portion of the residential development allocation for the parcel east of San Jose Creek (APN 71-090-36) to be developed on the remainder of the Specific Plan area. This would facilitate the establishment of a public park and/or open space on this constrained parcel east of San Jose Creek. The goals of the Specific Plan should include:~~**

~~\* planning the site as a unit;~~

~~\* accommodateing the transfer of density from the parcel east of the creek to the parcels west of the creek, with allowable density increases on APNs 71-090-77, 80 up to 30 units an acre if all potential density from APN 71-090-36 is accommodated west of the creek;~~

~~\* investigating water availability and work with the Goleta Water District on potential use of the Wright allocation for parcel 71-090-36; and~~

~~\* facilitating the implementation of the Park overlay on the parcel east of the creek.~~

~~Any applications for development on these parcels submitted prior to completion of this Specific Plan shall be judged on their own merits, notwithstanding the goals of the proposed Specific Plan.~~

(subsequent numbering changed; amended by 98-GP-019, Resol. 98-250, 6/23/98)

- (Page 82:) **Figure 19** is deleted. (amended by 98-GP-019, Resol. 98-250, 6/23/98)

#### ***D. Land Use--Commercial***

- (Page 84:) **Policy LUC-GV-3: Parcels 67-200-008, 009 (Pebble Hill-West)** shall have a land use designation of General Commercial with C-3 zoning. Because of site constraints and issues of neighborhood compatibility, the permitted use under this land use designation and zoning shall be limited to self-storage warehousing and related accessory uses and structures as voluntarily agreed to by the developer. At such time as Calle Real may be extended through this site, this zoning and use limitation shall remain unchanged unless the Board of Supervisors duly amends this policy LUC-GV-3, additional environmental review is undertaken, and the applicant revises the Development Plan to address the alignment of Calle Real. (amended by 96-GP-15, Resol. 97-454, 10/21/97)
- (Page 85:) **Figure 20**, the Goleta Old Town Map, is amended to reflect the Goleta Old Town Redevelopment Project Area Boundary Map (Figure 2 in Goleta Old Town Revitalization Plan). (amended by 98-GP-019, Resol. 98-250, 6/23/98)

### **III. PUBLIC FACILITIES AND SERVICES**

#### ***C. Parks, Recreation, and Trails/Open Space***

- (Page 122:) **Figure 26**, the Parks, Recreation and Trails map, is amended to revise, add or delete several trail corridors. (amended by 94-GP-11, Resol. 95-249, 5/16/95)
- (Page 122:) **Figure 26**, the Parks, Recreation and Trails map, is amended to include the revised off-road trail alignment for Old San Jose Creek Multi-Purpose Trail, as depicted in Proposed Public and Private Improvements Map (Figure 8 in the Goleta Old Town Revitalization Plan). (amended by 98-GP-019, Resol. 98-250, 6/23/98)
- (Page 122:) **Figure 26**, the Parks, Recreation and Trails map, is amended to include the revised off-road trail alignment for San Jose Creek, as depicted in Proposed Changes to Bikeways Element (Figure 20 in the Goleta Old Town Revitalization Plan). (amended by 98-GP-019, Resol. 98-250, 6/23/98)
- (Page 122:) **Figure 26**, the Parks, Recreation and Trails map, is amended to delete an overlay for a “Proposed Park” on APN 79-120-047 and 79-120-096. (amended by 98-GP-004, Resol. 98-408, 10/27/98)

## ***H. H. Traffic Circulation and Parking***

- (Page 143:) **Figure 28**, the Goleta Community Plan Bikeways map, is amended to be titled, “Goleta Community Plan Bikeways Element.” Several bikeways are revised, added or deleted. (amended by 94-GP-016, Resol. 95-248, 5/16/95)
- (Page 143:) **Figure 28**, the Goleta Community Plan Bikeways Element map, is corrected to indicate a Proposed Class I Bikeway from South Street to Fairview Avenue. (error correction, 11/4/96)
- (Page 143:) **Figure 28**, the Goleta Community Plan Bikeways Element map, is amended to reflect changes depicted in the Proposed Changes to Bikeways Element Map (Figure 20 in the Goleta Old Town Revitalization Plan). (amended by 98-GP-019, Resol. 98-250, 6/23/98)
- (Page 143:) **Figure 28**, the Goleta Community Plan Bikeways Element map, is amended to reflect the bikeway changes in the inland portion of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 20. (amended by 98-GP-017, Resol. 98-251, 6/23/98)
- (Page 143:) **Figure 28**, the Goleta Community Plan Bikeways Element map, is amended to reflect the bikeway changes in the Coastal Zone portion of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 20. (amended by 98-GP-018, Resol. 98-252, 6/23/98)
- (Page 146:) **Figure 29**, the Goleta Community Plan Circulation Element map, is amended to reflect changes depicted in Goleta Old Town Proposed Circulation Map (Figure 16 in the Goleta Old Town Revitalization Plan). (amended by 98-GP-019, Resol. 98-250, 6/23/98)
- (Page 146:) **Figure 29**, the Goleta Community Plan Circulation Element map, is amended to reflect the roadway classification changes in the inland portions of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 16. (amended by 98-GP-017, Resol. 98-251, 6/23/98)
- (Page 146:) **Figure 29**, the Goleta Community Plan Circulation Element map, is amended to reflect the roadway classification changes in the Coastal Zone portion of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 16. (amended by 98-GP-018, Resol. 98-251, 6/23/98)
- (Page 150:) **Table 8**, the Seven-Year Capital Improvements Program – Roads March 1991 table, is amended. Consult the 1999 Goleta Transportation Improvement Plan for the Project List and Funding Schedule.
- (Page 161:) **Goal CIRC-GV-1: The County Shall Allow Reasonable Development of Parcels Within the Community of Goleta Based Upon the Policies and Land Use Designations Adopted in this Community Plan, While Maintaining Safe Roadways and Intersections.** (amended by 95-GP-4 & -5, Resol.s 95-389 & -390, 8/22/95; 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Objective CIRC -GV-1:** *The Circulation Element and implementing Transportation Improvement Program shall include long -term improvements to roadways and alternative transportation facilities targeted to provide for Level of Service (LOS) C or better on roadways and intersections within the community at buildout of this Plan. However, over the next ten years a number of roadway segments and intersections will periodically operate at LOS D or below. The roadway and intersection standards shall allow moderate levels of traffic growth while protecting overall operation of the circulation system and the quality of life within the community.* (amended by 97-GP-6 & -7, Resols 97-363 & -364, 8/19/97)

- (Page 161:) **Goal CIRC-GV-2:** The goal of the priority transportation improvement projects is to complete crucial roadway links to divert traffic from currently overburdened roads and congested intersections, to add turn lanes to the most impacted intersections, to provide pedestrian/ bike overcrossings over US Hwy. 101 and associated segments of the class I bike path system in order to access major employment areas and the Old Town, and to provide the most important pilot electric shuttle routes along with improvements to express bus and clean air service. (added by 97-GP-6 & -7, Resols 97-363 & -364, 8/19/97)

- **Objective CIRC -GV-2:** In order to address the current imbalance in the transportation network, provide realistic mode selection options for commuters and maintain generally free flowing traffic conditions on area roads, the following statement articulates the County's objective for Goleta for 1997 -2007:

The County will seek to increase the percentage of commuters in Goleta using alternative transportation from the existing level of 15% to at least 20% by the year 2007 through:

- Working cooperatively with MTD and other transit providers, UCSB, the Airport, employers and employee representatives to provide all identified priority electric shuttles, improved express service and additional intra -community bus service, and;
- Completing all priority US 101 overcrossings for bicyclists and pedestrians, connecting class I bike paths, and improvements to the safety of the Class II bike path system, and;
- Modifying existing County zoning regulations, Circulation Element road and intersection standards and Thresholds of Significance to encourage the use of alternative transportation. (added by 97-GP-6 & -7, Resols 97-363 & -364, 8/19/97)

- (Page 166:) **Action CIRC-GV-2.18: Road Impact Fee.** The Public Works Department shall return to the Board of Supervisors with a Transportation Impact Fund that replaces the Road Impact Fund. A minimum of twenty percent of all revenues deposited into the Transportation Impact Fund shall be allocated to the bicycle system, mass transit/pedestrian and wheelchair improvements. As a goal, the alternative transportation fund should be evenly divided between the bicycle/pedestrian system and the transit/pedestrian system. Said alternative transportation funds shall be deposited

and held in separate accounts, together with accumulated interest, with provisions for loans between the two accounts, until expenditure upon bicycle, transit or pedestrian facilities is needed. This impact fee program will be developed pursuant to Government Code Section 66000 et. seq. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Action CIRC-GV-2.19: Major Roadway and Intersection Improvements.** The Public Works Department shall present to the Planning Commission as part of the annual GTIP any major upcoming roadway and intersection improvements still in the preliminary or early design phase to consider implementation of alternative transportation components within the improvement. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.20: Signal Timing.** During routine maintenance and other signal adjustment programs, the Public Works Department should set the timing of all traffic signals in Goleta to allow adequate time for pedestrians (including the elderly and young children) to walk across safely when the pedestrian call button is activated. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.21: Ad Hoc Citizens Review Committee.** When funding becomes available, the Public Works Department, as part of its revision of the County Engineering Design Standards and Traffic Operations Manual, should form an ad-hoc committee, including representatives from Planning & Development, MTD, the Bicycle Coalition, and the South Coast Transit Advisory Committee. The committee should review those sections of both manuals that affect the attractiveness and safety of alternative transportation, make recommendations for revisions that increase alternative transportation options while reducing long-term maintenance costs. These recommendations should be presented to the Planning Commission, and implemented as soon as practicable.<sup>1</sup> (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.22: Trip Counts on Goleta Bikeways.** When funding becomes available, the Public Works Department should conduct trip counts on Goleta's Class I and II bikeways. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.23: Zoning Ordinance Changes.** When funding becomes available, Planning & Development should bring to the Planning Commission and Board of Supervisors recommended changes to the Zoning Ordinance which would 1) allow greater flexibility within commercial and industrial zones, and 2) transit/pedestrian design standards for new residential and commercial development, in order to decrease congestion on Goleta roadways.<sup>2</sup> (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.24: Circulation Element Consistency Standards and CEQA Traffic Thresholds.** When funding becomes available, Planning & Development should bring to the Planning Commission and Board of Supervisors recommended changes to the Circulation Element Consistency Standards and CEQA Traffic Thresholds that would allow greater flexibility in approval of development projects and facilitate implementation of the alternative transportation system. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

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<sup>1</sup>. Items to be considered should include traffic calming techniques bikeway design standards, and other roadway design standards that effect bikeways.

<sup>2</sup>. Examples of potentially allowed uses could include but are not limited to: child care facilities, restaurants, and retail facilities. Design standards could include through internal streets, concrete paving for bus stops, bus stops that are wheel chair accessible and curb cuts in sidewalks.

- **Action CIRC-GV-2.25: Sheriff Patrols on Bicycle Paths.** Planning & Development should discuss with the Sheriff's Department the feasibility of Sheriff patrols on bicycle paths. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.26: Interagency Coordination.** The Planning & Development and Public Works Departments should seek cooperative working relationships with the City of Santa Barbara, the City Airport, Caltrans, UCSB, SBCAG and other agencies to implement the Goleta Transportation Improvement Plan. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.27: Interagency Coordination: South Fairview Bike Path Extension.** The Planning & Development and Public Works Departments should form a working group with Southern California Gas Company, Goleta Sanitary District, the Airport, and the Goleta Slough Management Committee to implement the Class I bicycle route from the terminus of the South Fairview bike path to Goleta Beach. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.28: Phelps Road Extension.** The County, in consultation with UCSB and affected property owners, should explore all possible methods and alternative alignments to the proposed Phelps Road extension, including alignments north of the California Department of Fish and Game wetlands, expansion of the alternative transportation system, and Hollister corridor improvements to offset anticipated roadway congestion. If the Phelps Road Extension is implemented on UCSB property, the Public Works and Planning & Development Departments should coordinate with UCSB to ensure that measures are taken (such as a sound and safety wall and landscaping) that protect the quality of life in the family student housing complex. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.29: Truck Trips on Hollister in the Old Town.** The County should review methods to reduce the number of non-local truck trips using Hollister Avenue in Old Town. Such methods could include, but are not limited to: roadways that would provide alternate routes for heavy trucks, posting Hollister Avenue in Old Town as off-limits to non-local truck traffic, etc. This should be timed concurrent with implementation of the Highway 217 improvements and Old Town Revitalization. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.30: Bus Service in the Old Town.** The County should continue to coordinate with MTD in Goleta including holding community meetings to receive public input on how best to improve MTD's bus service in the Old Town. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.31: Transportation Impact Fee Resolution.** The Planning Commission and the Board of Supervisors should consider a Transportation Impact Fee Resolution for the Goleta Planning Area. The resolution should include a revised fee schedule, which is essentially the same as the current \$4,564 per P.M. peak hour trip, based on a standard land use measurement method, such as by dwelling unit or by a per thousand square foot measurement. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.32: Public Works Department and Planning & Development shall form a working group with UCSB, SBCAG, MTD, City of Santa Barbara, Santa Barbara Industrial Association, and the development community to identify funding sources to resolve long-term operation and maintenance costs for the Goleta area shuttle system.** (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Action CIRC-GV-2.33:** Public Works and Park Department shall work with P&D, Fire Department, and affected property owners to investigate keeping the San Antonio Road/Tuckers Grove Park gate open for emergency fire access. Maintenance of this road should be part of the Road Maintenance Annual Plan (RdMAP). (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-2.34:** Planning & Development and Public Works shall investigate the feasibility of constructing a Class III bikeway along Merida Drive, between the Berkeley foot bridge and the Rehabilitation Institute property line. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-3:** ~~A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Local Coastal Plan Policy #2-6 and LUDP #4 with regard to roadway and intersection capacity.~~ Transportation improvements shall be prioritized in the following manner. Any significant deviation from the GTIP priorities shall be authorized by the Board of Supervisors. Reprioritization of projects with construction/implementation costs less than \$75,000 is not subject to Board approval, provided that the yearly total of such projects does not exceed \$200,000. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-3.1:** A minimum of twenty percent of all revenues deposited into the Transportation Impact Fund shall be allocated to the bicycle network, and mass transit/pedestrian system. The alternative transportation funds should be evenly divided between the bicycle/pedestrian system and the transit/pedestrian system. Said alternative transportation funds shall be deposited and held in separate accounts (with provisions for loans between the accounts), together with accumulated interest, until expenditure upon bicycle, transit or pedestrian facilities is needed. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-3.2:** The maintenance of alternative transportation facilities shall be directed to the appropriate agency. In accordance with Board Resolution 89-465, Sales Tax, Local STP, and other revenues dedicated toward roadway maintenance shall continue to be prioritized for maintenance activities of County facilities through the Road Maintenance Annual Plan process, with emphasis given to those projects which benefit alternative transportation facilities.<sup>3</sup> (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-3.3:** The County should actively seek all available funds<sup>4</sup> for implementation of the GTIP's high priority project list. For grants where competition exists between roadway/intersection improvements and alternative transportation projects, the latter shall have priority. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-3.4:** The County Public Works and Planning & Development Departments shall actively seek grants to implement priority bicycle projects and other modes of alternative

<sup>3</sup>. Examples are inclusion of an existing bike lane, concrete reinforcement of a bus stop, or retrofit of an existing bridge that could include a bicycle facility.

<sup>4</sup>. These include but are not limited to: HBRR (Highway Bridge Replacement and Rehabilitation), HES (Hazard Elimination and Safety), Regional STP, CMAQ, TEA, NHS, Vehicle Registration Surcharge Fee, Environmental Enhancement (EEM) Program, Mass Transit Capital and Formula Section 9 Grants, SHOPP (State Highway Operations and Protection Plan), and SLPP (State-Local Partnership Program).

transportation and work with MTD, Clean Air Express, and other transit providers to obtain grants to implement priority transit projects. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Policy CIRC-GV-4:** ~~New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between new residential development and adjacent and nearby commercial uses and employment centers.~~ Roadway and intersection priority improvements should be those depicted on the GTIP project improvement list and/or those that operate or are reasonably expected to operate at LOS E or below in the near future. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
  
- **DevStd CIRC-GV-4.1:** The following design guidelines shall be adhered to in the design, construction, and implementation of transportation projects within the Goleta planning area:
  - a. **US 101 Overpass Design.** Public Works Department and Planning & Development shall work closely with Caltrans to include either a Class I or Class II bicycle/pedestrian lane in all future construction of US 101 overcrossings. Measures shall be included in these bikeways—to increase the safety and attractiveness of these facilities.
  
  - b. **Signal Timing.** All future road and intersection widening projects shall include signal timing which allows adequate time for pedestrians to walk across safely.
  
  - c. **Signal Detection.** All future or reconstructed signalized intersections along designated bicycle routes shall include detectors sensitive to waiting bicyclists.
  
  - d. **Intersection Improvements.** Prior to design and construction of all intersection improvements, the Public Works Department shall consult with MTD regarding the need and feasibility of inclusion of bus facilities such as a stop or turn-around area. If needed and feasible, these facilities shall be included as part of the improvement.
  
  - e. **Major Roadway and Intersection Improvements.** During the annual GTIP presentation to the Planning Commission, the Public Works Department shall present to the Planning Commission major upcoming roadway and intersection improvements.
  
  - f. **Bicycle Paths Along Creeks.** Consistent with the Goleta Community Plan policies, bicycle paths along creeks shall be located to avoid significant habitat areas to the greatest extent feasible, and if feasible, riparian habitat restoration shall be included as part of any path proposed to be built adjacent to a creek. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
  
- **Policy CIRC-GV-5:** ~~The County shall facilitate the use of the bicycle as an alternate mode of transportation and shall provide adequate, safe bike routes in the Goleta Area to meet the transportation and recreation needs of Goleta cyclists.~~ Priority transit/pedestrian projects are those depicted on the GTIP project improvement list and/or those which would 1) receive the highest amount of ridership, or 2) provide for intermodal connections, or 3) would complete a missing link in sidewalks, or 4) would provide pedestrian links between residential and commercial-industrial areas, or complete gaps in the pedestrian system. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- ~~Action CIRC-GV-5.1:~~ The County shall update the bikeways master plan and include a safety survey of existing and proposed Goleta bikeways and bikeway design standards within this update.
- ~~Action CIRC-GV-5.2:~~ The County shall work with and encourage the City of Santa Barbara to locate an east/west bike path on Airport property with the goal of diverting bicyclists off Hollister Avenue to the greatest extent possible.
- **Policy CIRC-GV-6:** ~~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.~~ Types of bicycle paths: Separated facilities (Class I paths or modified Class II lanes) are a higher priority than on-road facilities, until all of the separated facilities are constructed. On-road lanes are a high priority where they address existing safety concerns, or where the majority of the funds that would be used to construct these paths are not normally available for construction of separated facilities. Commuter paths are a higher priority than recreational paths for use of transportation impact fees. Specific bicycle paths: The highest priority bike paths are separated crossings over or under the freeway. The second highest priority are east-west paths and/or those providing direct connections between commercial/industrial and residential land uses. (added by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- ~~Action CIRC-GV-6.1:~~ The County include pedestrian/bicycle overpasses across US 101 in the Transportation Improvement Plan. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-7:** ~~Commercial uses shall be encouraged within major employment centers to provide basic food and shopping amenities to employees in close proximity to their workplace. A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Local Coastal Plan Policy #2-6 and LUDP #4 with regard to roadway and intersection capacity.~~ (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-8:** ~~Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects. New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between new residential development and adjacent and nearby commercial uses and employment centers.~~ (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- ~~Action CIRC-GV-8.1:~~ The County Public Works Department and P&D shall work with members of the development community and interested agencies to identify incentives which encourage the use of innovative measures to reduce project related traffic impacts. Such measures to be considered should include but not be limited to reductions in fees, tax incentives, design flexibility, etc. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
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- **Policy CIRC-GV-9:** ~~Development of a landscaped parking area on each side of the Southern Pacific Railroad track to serve businesses in the Outer State Street area should be encouraged.~~ The County shall facilitate the use of the bicycle as an alternate mode of

**transportation and shall provide adequate, safe bike-routes in the Goleta Area to meet the transportation and recreation needs of Goleta cyclists.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Policy CIRC-GV-10:** ~~The County shall pursue the purchase of vacant properties for potential use as parking, or bus turnout areas, where the purchase would help to alleviate traffic congestion, better serve commercial development, etc.~~ **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.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-10.1:** The County include pedestrian/bicycle overpasses across US 101 in the Transportation Improvement Plan. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-11:** ~~As part of development on the site known as Ellwood Station Road (APN 77-130-06), the County shall give consideration to, and require if deemed needed, the completion of Puerto Drive through to Calle Real.~~ **Commercial uses shall be encouraged within major employment centers to provide basic food and shopping amenities to employees in close proximity to their workplace.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-12:** ~~To the maximum extent feasible, roadway maintenance, widenings or new construction shall be designed to accommodate restoration and preservation of the Goleta Slough, ESH and riparian areas.~~ **Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Action CIRC-GV-12.1:** The County Public Works Department and P&D shall work with members of the development community and interested agencies to identify incentives which encourage the use of innovative measures to reduce project related traffic impacts. Such measures to be considered should include but not be limited to reductions in fees, tax incentives, design flexibility, etc. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-13:** ~~The Department of Public Works shall work with the Association of Governments to pursue a light rail transit system for the Goleta Valley.~~ **Development of a landscaped parking area on each side of the Southern Pacific Railroad track to serve businesses in the Outer State Street area should be encouraged.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-14:** The County shall pursue the purchase of vacant properties for potential use as parking, or bus turnout areas, where the purchase would help to alleviate traffic congestion, better serve commercial development, etc. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-15:** ~~As part of development on the site known as Ellwood Station Road (APN 77-130-06), the County shall give consideration to, and require if deemed needed, the completion of Puerto Drive through to Calle Real.~~ (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)
- **Policy CIRC-GV-16:** To the maximum extent feasible, roadway maintenance, widenings or new construction shall be designed to accommodate restoration and preservation of the Goleta Slough, ESH and riparian areas. (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

- **Policy CIRC-GV-17: The Department of Public Works shall work with the Association of Governments to pursue a light rail transit system for the Goleta Valley.** (amended by 97-GP-6 & -7, Resol.s 97-363 & -364, 8/19/97)

## IV. RESOURCES AND CONSTRAINTS

### *C. Biological Habitats*

- (Page 186:) **Figure 30**, Environmentally Sensitive Habitats & Riparian Protection Overlays—Southern Section, is amended as follows:

LOCATION	EXPLANATION	CASE, RESOLUTION, and ADOPTION DATE	REVISION DATE
Creek North of Cathedral Oaks/ Evergreen Junction	From Environmentally Sensitive Habitat (ESH) to Riparian Corridor	N/A (error correction)	10/26/93
Hope Ranch APNs 63-130-01, -02	Coastal Zone Boundary Adjustment	N/A (error correction)	11/11/93
Ellwood APN 73-09-26	Coastal Zone Boundary Adjustment	N/A (error correction)	11/11/93
Hyatt Hotel Site APNs 79-200-06, -07	ESH and Monarch sites removed	N/A (error correction)	1/14/94
Entire Goleta Coastal Zone Boundary APNs 63-131-2, -11, 65-63-26, 71-19-36, 79-09-06 -08 -18 -20	Coastal Zone Boundary Adjustment	California Coastal Commission Boundary Adjustment, BA #2-93	2/4/94
South Fairview and Placencia APN 71-190-18	City and Community Plan boundary adjustment--parcel in city jurisdiction, ESH removed	N/A (error correction)	10/24/96
Winchester Commons	Remove ESH designation from areas West of the Cathedral Oaks Road extension	N/A (error correction)	2/24/98