May 19, 2025

Sent Via Email to:
landuseplanning@bof.ca.gov

State Board of Forestry and Fire Protection
715 P Street, 10th Floor
Sacramento, CA

RE: Request for Review of City of Goleta Safety Element Amendments Under Government Code Section 65302.5

Dear California Board of Forestry and Fire Protection:

The City of Goleta is updating the City's General Plan / Coastal Land Use Plan (General Plan) Safety Element. Pursuant to California Government Code Section 65302.5(b), the City is seeking review by the California Board of Forestry and Fire Protection. As part of that effort, this letter serves as our formal request for the State Board of Forestry and Fire Protection's review and input on the Draft Safety Element for the City of Goleta's General Plan.

The City's Draft Safety Element text is provided as an enclosure with this letter. Two Safety Element figures (Figures 5-2 and 5-4) that are relevant to this review are also included. Certain information related to the review is included in other General Plan elements. Consequently, we are also including our Draft Transportation and Public Facilities Elements (including Figure 8-1) for your consideration and review.

There are several documents that support the City's General Plan that may facilitate your review. These documents are linked below:

- Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) (2023)
- City of Goleta Local Hazard Mitigation Plan (An Annex to the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan) (adopted by the City of Goleta on April 4, 2024)
- City of Goleta Community Wildfire Protection Plan (adopted by the City of Goleta on March 20, 2012)
- Ellwood Mesa/Sperling Preserve Open Space Monarch Butterfly Habitat Management Plan (adopted by the City of Goleta on March 19, 2019)

130 Cremona Drive, Suite B, Goleta, CA 93117 P 805.961.7500 F 805.685.2635 www.cityofgoleta.org

We appreciate Fire Captain Shawn Arnold's assistance with this effort and for providing us with informal review prior to this formal submittal. Captain Arnold has been extremely responsive and collaborative resulting in improved City policies.

If you require any additional materials to complete your review or have any questions, please do not hesitate to reach out to me at awells@cityofgoleta.org or 805-961-7557.

Sincerely,

Anne Wells,
Advance Planning Manager

Enclosures:
Draft Safety Element
Safety Element Figures 5-2 and 5-4
Draft Transportation Element
Draft Public Facilities Element
Public Facilities Element Figure 8-1

cc:
Peter Imhof, Goleta Planning and Environmental Review Manager
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Shawn Arnold, California Department of Forestry and Fire Protection Fire Captain
Fred Tan, Santa Barbara County Fire Department Fire Mashal

CHAPTER 5.0
SAFETY ELEMENT: COASTAL AND OTHER HAZARDS (SE)

5.1 INTRODUCTION

General Plan Law Requirements [GP]

The Safety Element is one of seven general plan elements mandated by state law. The scope of the Safety Element is specified in Section 65302 (g) of the California Government Code as follows:

> The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak-load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

Safety Element Policies
SE 1: Safety in General
SE 2: Bluff Erosion and Retreat
SE 3: Beach Erosion and Shoreline Hazards
SE 4: Seismic and Seismically Induced Hazards
SE 5: Soil and Slope Stability Hazards
SE 6: Flood Hazards
SE 7: Urban and Wildland Fire Hazards
SE 8: Oil and Gas Industry Hazards
SE 9: Airport-Related Hazards.
SE 10: Hazardous Materials and Facilities
SE 11: Emergency Preparedness

Coastal hazards such as bluff retreat and shoreline erosion are also addressed in this element, as are hazards associated with oil and gas production, processing, and transport.

California Coastal Act Requirements [CP]

The California Coastal Act (Coastal Act) requires new development to be sited and designed to minimize risks, ensure stability and structural integrity, and neither create nor contribute significantly to erosion or require the construction of new shoreline protective devices that would substantially alter natural landforms along coastal bluffs and cliffs. Section 30235 of the Public Resources Code allows the construction of shoreline protective devices where existing development is threatened by erosion and when designed to eliminate or mitigate impacts on shoreline sand supply. The Coastal Act provides that development damaged or destroyed by natural disaster can be rebuilt in the same location and is exempt from the requirements for a coastal development permit under certain circumstances. It also provides standards for oil and gas development in the Coastal Zone. Appropriate oil spill prevention and response measures are required, and a number of policies require adverse environmental impacts to be minimized.

Coastal, Geological, and Other Hazards: 2005 [GP/CP]

Coastal, geological, industrial, and other hazards known to occur within Goleta include the following:

- Coastal hazards such as bluff erosion and retreat, beach erosion, and exposure of pier remnants and other shoreline hazards.

- Seismically induced hazards such as ground shaking, surface rupture, liquefaction, and tsunamis.
- Soil- and slope-related hazards such as expansive soils, compressible and collapsible soils, landslides, and rock-falls.
- Flood hazards.
- Urban and wildland fire hazards.
- Oil and gas production, processing, and transportation hazards, including remnants from previous operations.
- Hazards associated with aircraft operations at the Santa Barbara Municipal Airport.
- Storage, handling, and transportation of hazardous materials.
- Public safety concerns such as crime prevention/reduction.
- Emergency preparedness.

Coastal Hazards

Bluff Erosion and Retreat: Much of Goleta's coastline is characterized by sea cliffs and coastal bluffs, with typical heights of 50 to 70 feet. Sea cliffs are susceptible to periodic failure and erosion when wave action undermines the toe of the cliff. This sea cliff retreat occurs episodically, with a lateral loss of several feet or tens of feet resulting from a single collapse, followed by years of relative stability. Average cliff retreat rates are primarily dependent on oceanographic exposure and cliff composition, with certain types of rocks and sediments more resistant to weathering and erosion than others. Surface drainage and saturated soils also contribute to bluff failure. Shoreline change studies have documented average, long-term rates of sea cliff retreat of 0.45 to 0.62 foot per year for the Ellwood Mesa area (Hoover & Associates 1998), and rates of 0.3 to 1.3 feet per year for the cliffs along Isla Vista to the east of Goleta's coastline (Sylvester 2005). Areas subject to cliff retreat are among the areas depicted as having a high landslide potential on Figure 5-1.

Coastal Bluff at Ellwood Mesa

Beach Erosion and Other Shoreline Hazards: Beaches and shoreline areas are dynamic features that continually adjust to changing oceanography and climatic conditions. Beaches will erode—laterally in the form of shoreline retreat, and vertically by deflation or scour—during high-wave events such as storms and also in response to seasonal changes in wave characteristics. Heavy surf seasons associated with the El Niño storms in 1982 to 1983 and 1997 to 1998 resulted in considerable beach erosion and the complete loss of bluff-fronting dunes, although much of Goleta's coastline has recovered since that time. In general, beaches in southern Santa Barbara County tend to be wider and have higher elevations during the summer, and narrower and lower during the winter.

Beach scour, or vertical beach erosion, can expose previously buried hazards, such as remnants of piers and oil and gas wells. While attempts to remove these structures were made at the time of their demolition or abandonment, removal often consisted of mechanically cutting

pilings and caissons at some level (1 to 3 feet, typically) below the sand level. Removal down to bedrock was rarely achieved, and subsequent beach erosion and scour periodically has exposed these remnants. As these remnants are usually iron or concrete and can be partially or fully submerged, they pose a hazard to beach users, swimmers, and surfers.

Seismic and Seismically Induced Hazards

Ground Shaking: Goleta, like much of California, is in an area prone to earthquakes. In general, the closer an earthquake's epicenter and the larger the magnitude of the event, the higher the likelihood of strong ground shaking. California Building Code requirements set forth the minimum design and construction standards for structures to resist seismic forces. Nevertheless, strong ground shaking can crack the foundation and walls of buildings, damage roads, power lines, pipelines, and other infrastructure, and cause injuries and deaths. Un-reinforced brick masonry structures are particularly susceptible to damage or collapse.

Surface Rupture: A *fault surface rupture* is the displacement or splitting of the ground along the trace of a fault in association with an earthquake. Such a surface rupture could damage buildings, streets, pipelines, or other structures. Surface rupture or displacement along city streets and highways can interfere with traffic flow and present constraints on emergency access. Faults near or within Goleta include the More Ranch Fault, the Glen Annie Fault, and the Carneros Fault (see Figure 5-1). None of these faults are classified as active by the State Division of Mines and Geology or subject to an Alquist-Priolo Special Studies Zone. However, according to the Santa Barbara County Seismic Safety and Safety Element (SSSE), the More Ranch Fault is considered active based on the existence of a geologically recent fault scarp (County of Santa Barbara 1991).

The **Alquist-Priolo Earthquake Fault Zoning Act** was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.

Liquefaction and Seismic Settlement: *Liquefaction* is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from ground shaking during an earthquake. Seismic settlement is the reduction of volume within a saturated or unsaturated soil mass due to ground shaking during a seismic event. Seismic settlement may occur simultaneously or independent of liquefaction. Either of these events can result in the severe damage to building foundations and in slope failure. The areas most vulnerable to liquefaction and seismic settlement are underlain by younger alluvium where groundwater and granular sediments are both present. These areas include low-lying lands adjacent to rivers, creeks, beaches, and estuaries. The current California Building Code requires that the potential for liquefaction be assessed for the design of all structures.

Tsunami: Tsunamis impinging upon land can reach heights of 50 to 100 feet in some areas of the world, although a wave of this size would not be expected to occur in the Goleta area. Tsunami run-up and the extent of inland flooding depend on the individual triggering event, the orientation of the coast, offshore bathymetry, and onshore topography. In general, low-lying shoreline areas, and areas adjacent to sloughs and coastal streams, are most susceptible to tsunami hazards. Areas subject to potential tsunami run-up are depicted schematically on Figure 5-2. Santa Barbara County's SSSE considers a 10-foot high sea wave as being more probable in the area and recommends that a contour elevation of 40 feet be used in planning as the tsunami risk limit (Goleta Community Plan Final EIR, August 1992).

Soil Stability Hazards

Expansive Soils: Expansive soils have a high shrink/swell potential. Clay minerals in these soils expand when moisture content increases and shrink when moisture content decreases. These volume changes are significant enough to move structures built upon such soils. Shrink/swell potential is site-specific to a degree that a given construction site or building pad may be subject to differential heave and settlement. Hazards related to building on sites characterized by expansive soils are primarily associated with damage to foundations, walls, and buried utilities. Soils deriving from the Rincon and Monterey Formations are associated with high shrink/swell potentials (County of Santa Barbara 1991).

Compressible and Collapsible Soils: Compressible and collapsible soils are those soils subject to settlement and subsidence because of either low soil strength or high and unstable porosity. Subsidence can also occur from excessive extraction of groundwater. Neither compressible soils nor collapsible soils are capable of supporting heavy loads, and damage to structures is possible without the implementation of standard geotechnical practices.

Landslides: Slope-failure hazards such as landslides and rockfalls are generally confined to areas with steep (greater than 25-percent) slopes and unstable soils. Areas within Goleta that may be susceptible to slope failure include coastal bluffs, steep stream banks, railroad and road cuts, and areas north of Cathedral Oaks Road with steep ground slopes (see Figure 5-1). The Rincon geologic formation is susceptible to landslides, but outcrops of this formation are limited to portions of northwestern and northeastern Goleta.

Radon Hazards

Certain geologic formations may contain minerals that produce radon gas. Radon-222 is a naturally occurring, colorless, and odorless gas that is radioactive. Because of its radioactivity, radon levels in excess of 4.0 picocuries per liter are considered hazardous by the U.S. Environmental Protection Agency and require radon reduction measures. Radon gas is associated with the Rincon formation, and areas subject to moderate and high potential for radon gas levels exceeding 4.0 picocuries per liter occur where the Rincon Formation is at or close to the ground surface. These areas are generally located in the portions of the City along and north of Cathedral Oaks Road.

Flood Hazards

Definitions:
A **100-year Flood** is a flood that has a 1-percent chance of being equaled or exceeded in any given year. The 100-year flood is used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance.

The **Floodway** is the channel or watercourse, and that portion of the adjacent flood plain required for the passage of the 100-year frequency discharge. The floodway is required to be maintained free of obstructions to allow floodwaters to move downstream.

There are 640 acres (about 1 square mile) within Federal Emergency Management Agency (FEMA)-designated 100-year floodplains within Goleta (see Figure 5-2). This comprises about 12 percent of the entire area of the city. About 168 of these acres, or one quarter of the total, are in the Old Town area east of Fairview Avenue. Flooding is generally confined to the winter months of December to March. Stream flooding is exacerbated by inadequately sized culverts under U.S. Highway 101 (US-101), Hollister Avenue, and the Union Pacific Railroad. A notable area subject to flooding is the floodplain associated with San Jose Creek and San Pedro/Las Vegas Creeks. This area is notable in that it includes two of the city's three major commercial areas: the Calle Real Center and the Goleta

Old Town area. In addition to the 100-year floodplain, the City also faces potential flood risks from dam failures. Three dams include inundation hazards within the City: Glen Annie Dam, Lake Los Carneros Dam, and Rancho del Ciervo Dam.

Urban and Wildland Fire Hazards

Over the past 560 years, large wildfires have occurred in the Goleta area roughly every 20 to 30 years, but the frequency has increased significantly in recent decades, with four major fires in the past seven years alone. Historic fires like the 1990 Painted Cave Fire and 1977 Sycamore Canyon Fire caused significant home losses (Goleta Community Wildfire Protection Plan, 2012). The 2017 Thomas Fire, one of California's largest, led to damage and mudslides. Current fire history data is available on the Santa Barbara County Fire Department website. The City contains areas designated as very high fire hazard severity zones (VHFHSZs), particularly along the foothills and open space areas surrounding and north of Cathedral Oaks Road. Development in these areas includes residential development such as Winchester Canyon in western Goleta, Ritz-Carlton Bacara Resort and Spa, portions of Sandpiper Golf Course, and two agricultural parcels. Portions of Highway 101 are located in the VHFHSZ. Future Fire Station 10 is partially in the VHFHSZ. Areas susceptible to high-fire hazards generally include lands with steep slopes and ample vegetation, or fuel load.

In Goleta, the administering agencies are the Santa Barbara County Fire Prevention Division and the Santa Barbara County Office of Emergency Management. These agencies may rely on the Santa Barbara Operational Area Mutual Aid Plan for coordinating additional aid from the United States Forest Service and California Department of Forestry and Fire Protection to pool resources during large-scale wildfires. The Santa Barbara County Fire Department provides Goleta with fire suppression and fire prevention services and has established standards for building and development review to minimize fire hazards and provide for adequate fire suppression. Standards for peak-load water supply require that adequate water flow be available for effective fire suppression. The minimum required firewater flow depends on the type of building construction, the proximity of adjacent structures, and presence or absence of fire walls and other fire protection devices. The Santa Barbara County Fire Department reviews development to ensure compliance with minimum required firewater flow standards.

The City's 2012 Community Wildfire Protection Plan (CWPP) serves as a foundational resource for the City's approach to wildfire safety and resilience. The CWPP's primary purpose is to enhance community wildfire protection by identifying fire hazard reduction strategies that are ecologically sustainable and fiscally responsible. Developed through a collaborative public process, the CWPP reflects the values and concerns of local stakeholders, including residents, community groups, and City staff. Public workshops played a key role in shaping the plan's goals and objectives, which guide ongoing efforts to reduce wildfire risk while supporting ecological balance. The CWPP informs the Safety Element's policies related to wildfire preparedness, hazard mitigation, and community resilience.

On March 19, 2019, the City adopted the Final Ellwood Mesa/Sperling Preserve Open Space Monarch Butterfly Habitat Management Plan. Included in this Plan is Program 4: Community Wildfire Protection Program, with a goal to provide management practices within the eucalyptus groves and windrows on Ellwood Mesa that support healthy monarch butterfly habitat and are compatible with the City's Community Wildfire Protection Plan. In 2023, the City began Monarch Butterfly Habitat Management Plan Implementation Plan Phase 1. Phase 1 includes removing dead trees and fire-prone vegetation to reduce the risk of catastrophic wildfire, planting of trees

and native plants, and the installation of an irrigation system to support long term viability of plantings.

Oil and Gas Production, Processing, and Transport Hazards

Processing Facilities: One major oil and gas production and processing facility, the Venoco Ellwood Onshore Oil and Gas Processing Facility (EOF), is located within the city's boundaries (Figure 5-3). Owned by Venoco, Inc., the EOF is located on a 4.46-acre parcel near the western end of Goleta. The plant treats crude oil and gas produced from Platform Holly, which is located approximately 2.5 miles offshore. Processes at the EOF include the separation of oil and water, treatment of oil to reduce hydrogen sulfide (H_2S) content, separation and storage of lighter-end hydrocarbons such as liquefied petroleum gas (LPG) and natural gas liquids (NGL), treatment and discharge of produced water, and the conversion of raw, sour (H_2S-rich) gas to sweet (low-H_2S) sales-grade natural gas. Elemental sulfur, a product of the H_2S removal processes, is also produced at the EOF and sold primarily for use in fertilizers.

Venoco Ellwood Onshore Oil and Gas Processing Facility

The potential hazardous effects to land uses located near the EOF would be from toxicity of a catastrophic H_2S release from a major plant upset, fires from different hydrocarbon streams released under different scenarios, and explosions from vapor clouds or boiling liquid expanding vapor. H_2S is a toxic material with the potential to cause human fatalities given sufficient exposure duration and concentration. Less severe hazards include the risk of a trucking accident and subsequent release of hazardous materials from one of the trucks transporting NGL, LPG, or sulfur cake. As a result of a quantitative risk analysis in 2000, Venoco was required to implement—and has completed—a number of risk-reduction measures. Notably among these safety improvements were improved fire suppression measures in the LPG and NGL tank areas and the installation of a H_2S siren that would sound in the event of a catastrophic release of H_2S. The implementation of these measures has substantially reduced the hazard posed by this facility, but a plant upset is still possible.

Oil and Gas Pipelines: Natural gas pipelines operating outside of industrial facilities and public works facilities are located in most city rights-of-way. Oil pipelines are less common but are also typically located within city rights-of-way. These pipelines are regulated by the U.S. Department of Transportation and the California Public Utilities Commission. In part because of regulatory oversight, oil and gas pipelines within the city are not subject to frequent leaks. However, Third-party damage to pipelines remains a major cause of pipeline leaks, and third-party-caused gas leaks can result in an explosion. Local governments, unless preempted by state or federal law, can establish standards and policies related to development in proximity to gas pipelines.

Airport-Related Hazards

Santa Barbara Municipal Airport
The Santa Barbara Municipal Airport is the busiest commercial service airport on the California coast between San Jose and Los Angeles. It served approximately 853,000 passengers in 2005.

The Santa Barbara Airport (Airport), while part of the City of Santa Barbara, is located near the geographical center of Goleta (see Figure 5-3). Almost the entire City of Goleta is located within the Airport Influence Area (AIA). For Goleta, the hazards associated with Airport operations consist primarily of the risk of aircraft accidents in areas outside of the immediate Airport. The risk of accidents is highest during takeoffs and landings, including approaches and ascents. The Airport Land Use Commission (ALUC), a body within the Santa Barbara County Association of Governments, participates in the regulation of land use within the Airport's AIA. The ALUC's policies and standards for development are contained in the adopted Santa Barbara Airport Land Use Compatibility Plan (2023). Noise issues associated with the Airport are addressed in the Noise Element. *(Amended by Reso. 23-60, 11/07/23)*

Transport and Storage of Hazardous Materials

As defined by the State of California, a *hazardous material* is a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. Hazardous materials may be used in certain manufacturing or industrial operations, in construction, and in other land uses such as gas stations. As a result of the history of industrial and commercial development, several sites within the city have the potential to have been impacted by previous or current releases of contaminated materials. The primary concern associated with the release of a hazardous material is the short- and long-term effects that exposure to a hazardous substance may have on the public.

Hazardous Materials Business Plans
A Hazardous Materials Business Plan (HMBP) is a program that requires a business that handles or stores certain amounts of hazardous materials to prepare a plan, which includes an inventory of hazardous materials stored onsite, an emergency response plan, and an employee-training program.

Hazardous materials are governed by regulations that require proper storage, handling, employee and public noticing, spill contingency planning, business/environmental management plans, and other emergency response measures necessary to ensure public safety and to minimize the risk of accidental releases or environmental impacts. In Goleta, the administering agencies are the Santa Barbara County Fire Prevention Division and the Santa Barbara County Office of Emergency Services.

In addition to the risks associated with land uses, major transportation corridors are also a potential source of accidental releases or environmental incidents that could affect various areas of the city. Transport of hazardous materials in Goleta is most likely to occur along US-101, State Route 217 (SR-217), Hollister Avenue, and the Union Pacific Railroad tracks (see Figure 5-3). The California Highway Patrol and the California Department of Transportation enforce federal and state regulations and respond to incidents associated with transport of hazardous materials.

Public Safety Concerns

Goleta is a suburban community where the primary policing challenges are theft-related crimes and traffic enforcement. As of 2005, the City of Goleta Police Department had a staff of 34 deputies, including a full-time patrol contingent that responds to calls for service and engages in

active enforcement and crime prevention. Four deputies were assigned to dedicated traffic unit that provides in-depth traffic enforcement and accident investigation. A school resource deputy and gang enforcement deputy provide additional education and enforcement services to the community. (Refer to the Public Facilities Element for additional information.)

Safe and secure streets are essential to the community's well being. The proper design and effective use of the built environment can lead to a reduction in safety fears and a lessening of crime. Appropriate decisions on the layout of development and components such as street orientation, the placement of buildings, and clearly defined and visible public spaces can create a safer environment.

Emergency Preparedness

Fire Department Responding to an Emergency

Effective emergency preparedness is necessary to avoid or minimize the loss of life and property as a result of natural and other disasters, to reduce the social, cultural, environmental, and economic costs of disasters, and to assist the rapid recovery from disasters. The effectiveness of a community's emergency preparedness and response can affect the severity of consequences of any given disaster event. The City—in cooperation with FEMA, the County, and State Offices of Emergency Services—is responsible for emergency preparedness and response. Components of emergency preparedness and response include identification of evacuation routes and secondary emergency accesses, as well as provision of information to the community regarding appropriate individual actions in the event of various types of emergencies. Residential areas with 30 or more units that have fewer than two egress routes have been identified and mapped in Figure 5-4. These areas may face increased risks during emergencies due to limited evacuation options.

Beginning in 2023, the City coordinated with the Santa Barbara County Office of Emergency Management on a map-based evacuation support software intended to support rapid cross-agency emergency coordination, decision-making, and maps for the public. This effort centralizes data and pre-identifies emergency zones for the City.

The City's Local Hazard Mitigation Plan (LHMP), an annex to the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan, is regularly updated to guide local efforts in reducing risks and enhancing resilience to hazards.

Climate Hazards

As climate change accelerates, the City is increasingly vulnerable to a range of climate-induced hazards that pose significant threats to public safety, infrastructure, and natural resources. These hazards, which include wildfires, drought, extreme heat, flooding, and sea level rise, are anticipated to increase in both frequency and intensity over the coming decades.

Wildfire: The foothills surrounding Goleta, coupled with increasingly dry conditions associated with climate change, create heightened wildfire hazard conditions. The City's proximity to neighboring fire hazard areas in unincorporated Santa Barbara County makes wildfire mitigation and emergency preparedness essential components of the Safety Element.

Drought: Drought conditions are expected to become more frequent, prolonged, and severe in Goleta as a result of shifting precipitation patterns. Water scarcity impacts not only the availability of potable water but also the agricultural sector and natural ecosystems.

Extreme Heat: The number of extreme heat days is projected to rise, increasing health risks for vulnerable populations, such as the elderly, children, and individuals with preexisting health conditions.

Flooding and Coastal Storms: Flood risk in Goleta arises from both inland stormwater and coastal influences. Intense storms can overwhelm drainage systems, leading to flash flooding, while coastal flooding and erosion threaten infrastructure and public access along Goleta's coastline.

Sea Level Rise: Sea level rise poses long-term threats to Goleta's coastal areas, potentially causing erosion, flooding, and habitat loss. As part of its climate hazard planning, Goleta will assess vulnerable areas, promote adaptive land use policies, and implement shoreline protection measures to manage the impacts of rising sea levels.

Climate Hazard Preparedness and Response: The City of Goleta's commitment to climate hazard preparedness is rooted in an emphasis on proactive planning, community education, and resilient infrastructure.

The City's efforts to address climate hazards include preparation of the Coastal Hazards Vulnerability Assessment and Fiscal Impact Report and adoption of a Local Hazard Mitigation Plan: An Annex to the Santa Barbara Multi-Jurisdictional Hazard Mitigation Plan.

5.2 GUIDING PRINCIPLES AND GOALS [GP/CP]

The quality of life in Goleta is directly affected by a sense of security and safety for its residents and businesses. In order to promote the creation of a safe environment, the General Plan addresses hazards to public safety that may be found in the city's natural and built environment. The following principles or goals, which are not in order of priority, provide the foundation for the detailed policies in subsequent sections of this element; all policies have been established to be in conformity with the guiding principles and goals. Future actions of the City following adoption of the plan are required to be consistent.

1. Ensure that new development is sized, sited, and designed to avoid or minimize exposure to known physical or other hazards and that appropriate mitigations are included to reduce or avoid risks to people and property.
2. Ensure that new critical facilities (hospitals, schools, communication centers, fire and police facilities, power plants, etc.) are located and designed to continue functioning after potential earthquakes or other disasters.

3. Minimize exposure to hazardous materials for all residential development through consideration of appropriate locations for new residential development as well as potential impacts of new or expanded industrial uses.
4. Increase awareness of residents and workers of coastal, geological, industrial, and other hazards, as well as appropriate hazard avoidance measures and emergency preparedness.
5. Give priority to hazard avoidance over hazard mitigation, particularly with respect to coastal safety hazards, in order to minimize disturbance to environmentally sensitive habitat areas.
6. Maintain a natural Pacific shoreline, allow coastal armoring only in very limited circumstances, and maintain natural mechanisms for distribution of shoreline sand supply.
7. Strictly enforce California Building Code compliance to protect building owners and occupants and minimize risk of structural damage and economic disruption.
8. Minimize risks posed by oil and gas production, processing, and storage by supporting cessation or relocation of hazardous components of this industry and by careful monitoring of safety measures and practices.
9. Work cooperatively with federal, state, and county agencies to maintain a high level of emergency preparedness and provide effective and efficient emergency response and prevention measures.
10. Prepare for climate change impacts associated with increases in temperatures, more severe storms, increases in extreme heat events, changes in precipitation patterns, extended drought conditions, and increasing wildfire risk by measures and practices that increase the resilience of the Goleta community and infrastructure systems.

5.3 COASTAL ACT POLICIES [CP]

The Coastal Act policies set forth below are adopted as policies of this plan for those areas of Goleta within the California Coastal Zone. The numbers refer to sections of the California Public Resources Code. The Safety Element maps show the location of the California Coastal Zone boundary.

30232 Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

30233 (d) Erosion control and flood control facilities constructed on watercourses can impede of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the removed from these facilities may be placed at appropriate points on the shoreline in accordance applicable provisions of this division, where feasible mitigation measures have been provided adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity placement area.

30235 Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or

public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

30236 Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) 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 or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30250 (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

30253 New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

30262 (a) Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

(1) The development is performed safely and consistent with the geologic conditions of the well site.

(2) New or expanded facilities related to that development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

(3) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of those structures will result in substantially less environmental risks.

(4) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

(5) The development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(6) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control

Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

(7) (A) All oil produced offshore California shall be transported onshore by pipeline only. The pipelines used to transport this oil shall utilize the best achievable technology to ensure maximum protection of public health and safety and of the integrity and productivity of terrestrial and marine ecosystems.

(B) Once oil produced offshore California is onshore, it shall be transported to processing and refining facilities by pipeline.

(C) The following guidelines shall be used when applying subparagraphs (A) and (B):

(i) "Best achievable technology," means the technology that provides the greatest degree of protection taking into consideration both of the following:

(I) Processes that are being developed, or could feasibly be developed, anywhere in the world, given overall reasonable expenditures on research and development.

(II) Processes that are currently in use anywhere in the world. This clause is not intended to create any conflicting or duplicative regulation of pipelines, including those governing the transportation of oil produced from onshore reserves.

(ii) "Oil" refers to crude oil before it is refined into products, including gasoline, bunker fuel, lubricants, and asphalt. Crude oil that is upgraded in quality through residue reduction or other means shall be transported as provided in subparagraphs (A) and (B).

(iii) Subparagraphs (A) and (B) shall apply only to new or expanded oil extraction operations. "New extraction operations" means production of offshore oil from leases that did not exist or had never produced oil, as of January 1, 2003, or from platforms, drilling island, subsea completions, or onshore drilling sites, that did not exist as of January 1, 2003. "Expanded oil extraction" means an increase in the geographic extent of existing leases or units, including lease boundary adjustments, or an increase in the number of well heads, on or after January 1, 2003.

(iv) For new or expanded oil extraction operations subject to clause (iii), if the crude oil is so highly viscous that pipelining is determined to be an infeasible mode of transportation, or where there is no feasible access to a pipeline, shipment of crude oil may be permitted over land by other modes of transportation, including trains or trucks, which meet all applicable rules and regulations, excluding any waterborne mode of transport.

(8) If a state of emergency is declared by the Governor for an emergency that disrupts the transportation of oil by pipeline, oil may be transported by a waterborne vessel, if authorized by permit, in the same manner as required by emergency permits that are issued pursuant to Section 30624.

(9) In addition to all other measures that will maximize the protection of marine habitat and environmental quality, when an offshore well is abandoned, the best achievable technology shall be used.

b) Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

c) Nothing in this section shall affect the activities of any state agency that is responsible for regulating the extraction, production, or transport of oil and gas.

30263 (a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.

(b) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from inplant processes where feasible.

30265 The Legislature finds and declares all of the following:

(a) Offshore oil production will increase dramatically in the next 10 years from the current 80,000 barrels per day to over 400,000 barrels per day.

(b) Transportation studies have concluded that pipeline transport of oil is generally both economically feasible and environmentally preferable to other forms of crude oil transport.

(c) Oil companies have proposed to build a pipeline to transport offshore crude oil from central California to southern California refineries, and to transport offshore oil to out-of-state refiners.

(d) California refineries would ` need to be retrofitted if California offshore crude oil were to be used directly as a major feedstock. Refinery modifications may delay achievement of air quality goals in the southern California air basin and other regions of the state.

(e) The County of Santa Barbara has issued an Oil Transportation Plan which assesses the environmental and economic differences among various methods for transporting crude oil from offshore California to refineries.

(f) The Governor should help coordinate decisions concerning the transport and refining of offshore oil in a manner which considers state and local studies undertaken to date, which fully addresses the concerns of all affected regions, and which promotes the greatest benefits to the people of the state.

5.4 CITY POLICIES

Policy SE 1: Safety in General [GP/CP]

Objective: *To avoid siting of development or land use activities in hazardous areas, and where this is infeasible, require appropriate mitigation to lessen or minimize exposure to hazards.*

SE 1.1 Maintenance of Maps and Resources on Hazards. [GP/CP] The City shall maintain and make available to the public maps and resources provided by other agencies that depict or describe areas of known safety hazards, including seismic and seismically induced hazards, coastal hazards, soil- and slope-related hazards, radon hazards, flooding hazards, industrial hazards, and fire hazards. The City shall periodically update such maps and resources, as new or refined information becomes available.

SE 1.2 Guidelines for Siting Highly Sensitive Uses and Critical Facilities. [GP/CP] In accord with the Land Use Element, the City shall discourage essential services buildings and other highly sensitive uses in areas subject to safety hazards. Highly sensitive uses are defined as those that meet one more of the following criteria:

a. Land uses whose onsite population cannot be readily evacuated or otherwise adequately protected from serious harm through methods such as sheltering in-place. This includes, but is not limited to, schools, hospitals, clinics, nursing homes, multiple-family housing exclusively for the elderly or disabled, high-density residential, stadiums, arenas, and other uses with large public-assembly facilities.

b. Land uses that serve critical “lifeline” functions such as water supplies, wastewater, energy infrastructure, fire response, and police response if exposed to a significant risk that will curtail their lifeline functions for a critical period of time.

SE 1.3 Site-Specific Hazards Studies. [GP/CP] Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.

SE 1.4 Deed Restriction in Hazardous Areas. [GP/CP] As a condition of development on property subject to the hazards addressed in this Safety Element, the property owner shall be required to execute and record a deed restriction that acknowledges and assumes responsibility for the risks; waives any future claims of damage or liability against the City; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards.

SE 1.5 Subdivision of New Lots in Hazard Areas. [GP/CP] Land divisions, including lot line adjustments, shall be prohibited in areas subject to geologic, seismic, flooding,

and other hazards unless it is demonstrated by the subdivider that all lots in the new subdivision will have sufficient buildable land area that is situated outside the hazardous portions of the property.

SE 1.6 Enforcement of Building Codes. [GP] The City shall ensure through effective enforcement measures that all new construction in the city is built according to the adopted building and fire codes.

SE 1.7 Abatement of Public Safety Hazards. [GP] Where feasible, the City shall aggressively abate public safety hazards that may be discovered in the city.

SE 1.8 Reduction of Non-Conforming or Substandard Structural Conditions. [GP] The City shall implement programs to identify existing structures not conforming to earthquake or fire standards, and encourage conformance with acceptable levels of risk through programs such as structural rehabilitation, occupancy reduction, and demolition and reconstruction.

SE 1.9 Reduction of Radon Hazards. [GP] The City shall require the consideration of radon hazards for all new construction and require testing of radon levels for construction of homes and buildings located in areas subject to moderate or high potential for radon gas levels exceeding 4.0 picocuries as shown on maps produced by the California Division of Mines and Geology. The City shall require new homes to use radon-resistant construction where needed based on U.S. Environmental Protection Agency guidelines.

Policy SE 2: Bluff Erosion and Retreat [GP/CP]

Objective: *To ensure safe siting of bluff-top buildings and other development and to avoid the need for shoreline erosion-control structures.*

SE 2.1 Coastal Bluff Setbacks for Buildings. [GP/CP] All new permanent buildings shall be set back at least 130 feet from the top of the bluff. The 130-foot setback consists of the sum of a) 100 times a conservative average rate of bluff retreat of 1.0 feet per year, and b) a 30-foot additional safety buffer. A lesser setback may be considered provided that a site-specific geological or geotechnical engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard. Repair and maintenance of existing bluff structures that encroach into the required setback are allowed. Minor additions (less than 10 percent of the existing building's floor area) to existing bluff-top structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure. *(Amended by Reso. 08-30, 6/17/08)*

SE 2.2 Coastal Bluff Setbacks for Other Structures. [GP/CP] Structures other than buildings may be permitted within the 130-foot bluff setback area, but in no case shall any new structure be located less than 30 feet from the top of the coastal bluff. All such structures should be moveable or replaceable such that coastal armoring or coastal bluff retaining walls are not permitted should these structures be threatened by bluff retreat. This setback prohibition does not apply to minor structures associated with passive recreational uses such as signs and benches. *(Amended by Reso. 08-30, 6/17/08)*

SE 2.3 Prohibition of Shoreline Armoring for Bluff-Top Development. [GP/CP] The installation of coastal armoring to protect bluff-top development constructed after the effective date of Public Resources Code Section 30235 shall be prohibited. Such prohibited armoring includes but is not limited to seawalls, revetments, and riprap. Should existing bluff-top buildings be threatened by coastal bluff retreat, threatened structures shall be relocated or removed.

SE 2.4 Building Setbacks along Non-Bluff Coastlines. [GP/CP] Appropriate setbacks shall be required for shoreline segments that lack coastal bluffs. For all structures proposed within 500 feet of the mean high tide line in areas that lack coastal bluffs, a site-specific shoreline erosion rate and shoreline hazards study shall be required. Such a study must demonstrate that the proposed structure would not be expected to be subject to shoreline erosion or other hazards for the structure's lifetime or for 50 years, whichever is greater.

SE 2.5 Prohibition on Armoring for Non-Bluff Coastlines. [GP/CP] The installation of coastal armoring along nonbluff segments of the coastline to protect shoreline development constructed after the effective date of Public Resources Code Section 30235 shall be prohibited. Such prohibited armoring includes but is not limited to seawalls, revetments, and riprap. Should shoreline structures constructed after adoption of these policies be threatened by coastal bluff retreat, threatened structures shall be relocated or removed.

SE 2.6 Prohibition of Structures on Bluff Faces. [GP/CP] No permanent structures shall be permitted on a bluff face, except for engineered public beach accessways. Such structures shall be designed and constructed to prevent any further erosion of the bluff face and to be visually compatible with the surrounding area.

SE 2.7 Deed Restriction Regarding Coastal Hazards. [GP/CP] As a condition of approval of development on a beach or shoreline that is subject to wave action, erosion, flooding, landslides, or other hazards, the property owner shall be required to execute and record a deed restriction that acknowledges and assumes responsibility associated with such risks; waives any future claims of damage or liability against the City or other permitting agency; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, or expenses arising from any injury or damage due to such hazards.

Policy SE 3: Beach Erosion and Shoreline Hazards [GP/CP]

Objective: *To minimize or eliminate the need for shoreline protection structures while siting development safely, maintaining shoreline sand supply, and providing safe lateral and vertical shoreline access.*

SE 3.1 Permanent Structures. [GP/CP] New permanent structures shall be prohibited seaward of the top of the coastal bluff. The exceptions to this prohibition include: 1) wooden stairs and other lightly constructed structures that provide public beach access, and 2) improvements necessary to provide access to the beach for emergency responders, if such access is appropriate and no other methods of access are feasible.

SE 3.2 Coastal Engineering Report. [GP/CP] Where appropriate, applications for new development on a beach, dune, or bluff-top property shall include a wave uprush and impact report and analysis prepared by a licensed civil engineer with expertise in coastal engineering that addresses and demonstrates the effects of the proposed development in relation to the following:

a. The profile of the beach.

b. Surveyed locations of mean high tide lines acceptable to the State Lands Commission.

c. The availability of public access to and along the beach.

d. The area of the site subject to wave uprush.

e. Foundation design requirements.

f. The potential need for a shoreline protection structure over the life of the project.

g. The long-term effects of the proposed development on shoreline sand supply.

h. Future projections of rise in sea levels.

i. Project alternatives designed to avoid or lessen impacts and/or exposure to shoreline hazards.

SE 3.3 Temporary Structures. [GP/CP] Temporary structures seaward of the top of the coastal bluff shall be allowed subject to approval of an appropriate discretionary permit. The findings for approval of such a permit shall include the requirement that the temporary structure not substantially interfere with lateral or vertical beach access or adversely impact coastal processes. *Temporary structures* are defined as structures that will be retained no longer than 3 years. Standards for review of temporary structures and the appropriate permit process shall be included in the City's new zoning code.

SE 3.4 Installation of New Coastal Armoring. [GP/CP] Pursuant to Public Resources Code Section 30235, revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall only be permitted when required to serve coastal-dependent uses or to protect structures existing as of the effective date of Public Resources Code Section 30235 or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. In particular, the goals of mitigation shall include, but not be limited to, maintaining beach widths fronting and adjacent to coastal armoring structures and maintaining safe lateral beach access.

SE 3.5 Permitted Coastal Armoring for Publicly Owned Beaches and Vertical Beach Accesses. [GP/CP] Coastal armoring may be allowed to protect and maintain safe public vertical beach accessways. Coastal armoring may also be allowed as a component of a beach restoration project for a publicly owned beach. Coastal armoring designed to provide for safe vertical beach access should be limited in size and scope to the minimum amount necessary and be placed as far landward as possible to minimize impacts to beach processes and maximize the provision of safe lateral beach access. Similar standards for limiting armoring to the least amount necessary apply to armoring associated with public-beach restoration projects.

SE 3.6 Repair and Maintenance of Coastal Armoring. [GP/CP] Repair and maintenance of existing or legally permitted coastal armoring may be permitted only if the repair and maintenance activities do not result in an enlargement or extension of armoring, and where an engineering or geological study demonstrates that in the absence of such repair and maintenance, the structure protected by the armoring would be subject to damage from identified coastal hazards. "Existing" as used in this policy shall mean existing as of the effective date of Public Resources Code Section 30235. Repair and maintenance activities shall not result in a seaward encroachment of the coastal armoring.

SE 3.7 Standards for Coastal Armoring and Requirements for Applications. [GP/CP] Any proposal for installation or repair and maintenance of coastal armoring submitted pursuant to Subpolicies SE 3.4, SE 3.5, or SE 3.6 shall include an engineering or geological study that demonstrates that in the absence of the proposed project, the structure to be protected by the armoring would be subject to damage by identified coastal hazards. Such a proposal shall also include an analysis of all feasible alternatives to coastal armoring. The alternatives analysis shall include but not be limited to the relocation of the threatened structure or development as well as the removal of portions of the threatened structure or development. The alternatives analysis should demonstrate that the proposed armoring is the least environmentally damaging alternative and that the armoring has been designed to eliminate or mitigate adverse impacts on local shoreline sand supply. All armoring structures shall be designed to be visually compatible with the adjacent shoreline segment.

Remnants of Seawall at the Base of the Ellwood Mesa Bluffs

SE 3.8 Removal of Derelict Coastal Armoring Structures. [GP/CP] The City shall support the removal of derelict coastal armoring structures. *Derelict coastal armoring* is defined as armoring that was constructed to protect any structure that has been demolished or removed or armoring that has fallen into disrepair, or presents a nuisance or safety hazard. Portions of the steel-reinforced wooden seawall along the eastern frontage of the Sandpiper Golf Course (east of the shoreline oil piers of State Lease 421) should be removed as such portions are exposed seaward of the toe of the bluff. The placement of additional backfill to shore up this structure shall be prohibited, and natural shoreline processes shall be allowed to resume. This requirement does not apply to the rock revetment that protects the access road to the State Lease 421 piers, unless and until these wells are properly abandoned and the pier structures are removed.

SE 3.9 **Removal of Beach Hazards. [GP/CP]** The City supports existing and new efforts to identify and properly remove remnant piers, bulkheads, derelict oil well materials, and other beach hazards. The City encourages implementation of the State Lands Commission's Beach Hazards Removal Project, which was approved by the State Lands Commission in May 2002, but not implemented due to state budget limitations.

SE 3.10 **Complete and Prompt Abandonment of Shoreline Structures. [GP/CP]** Upon decommissioning of the two shoreline oil wells (State Lease 421 wells), the complete demolition and removal of all associated structures shall be required. The timeframe for complete demolition shall be within 3 years of the ceasing of production operations in accordance with LU 10.4. Associated structures include but are not limited to the caisson walls, the piers, the revetment, and any inactive pipelines within 100 feet of the top of the revetment. Abandonment in place for inactive pipelines associated with State Lease 421 production shall not be permitted, as subsequent coastal erosion could expose these structures. Pier supports and pilings shall be cut below the surface as far as possible, and ideally down to bedrock to prevent subsequent exposure by winter beach scour.

Piers Associated with Oil Production along the Shoreline Adjacent to the Sandpiper Golf Course

Policy SE 4: Seismic and Seismically Induced Hazards [GP/CP]

Objective: *To minimize the potential for loss of life and property and economic and social disruption resulting from seismic events and seismically induced hazards.*

SE 4.1 **Information on Faults and Geologic Hazards. [GP/CP]** The City will maintain up-to-date information on faults and geologic hazards in and offshore of Goleta as provided in source documents from the California Division of Mines and Geology, the U.S. Geological Survey, and other agencies. As new information from geologic studies becomes available, the City shall incorporate this information into its maps and resources pertaining to seismic hazards.

SE 4.2 **Potentially Active Faults. [GP/CP]** Potentially active faults shall be subject to the same requirements as active faults unless and until geological or geotechnical studies demonstrate that a given potentially active fault is not active.

SE 4.3 **Geotechnical and Geologic Studies Required. [GP/CP]** Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance.

SE 4.4 Setback from Faults. [GP/CP] New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage.

SE 4.5 Adoption of Updated California Building Code Requirements. [GP] The City shall review, amend, and adopt new California Building Code requirements, when necessary, to promote the use of updated construction standards. The City shall consider and may adopt new optional state revisions for Seismic Hazards.

SE 4.6 Identification of Un-reinforced Buildings. [GP] The City will identify un-reinforced brick and masonry buildings and require reinforcement through applicable building design standards. The City shall maintain and periodically update the list of un-reinforced masonry buildings.

SE 4.7 Seismic Retrofit Program. [GP] The City shall work with state and federal agencies to seek funding for and implement a seismic retrofit program for un-reinforced brick and masonry buildings.

SE 4.8 Seismic Standards for Critical Facilities. [GP] New critical facilities (hospitals, schools, communication centers, fire and police facilities, power plants, etc.) shall be designed and built in conformance with all California Building Code Requirements. Existing critical facilities within Goleta should be evaluated by a qualified structural engineer to assess the facilities' earthquake resistance. If any such facility is found to be deficient, appropriate structural retrofits or other mitigation measures should be identified and required.

SE 4.9 Safety Measures for Utilities. [GP] For certain utilities, such as gas, oil, sewer, and water pipelines, that are not or cannot be routed to avoid crossing faults, appropriate safety measures (valve shutoffs, leak detection, etc.) shall be required to minimize earthquake-related impacts and promote rapid post-event repair and cleanup.

SE 4.10 Avoidance of Liquefaction Hazard Areas for Critical Facilities. [GP/CP] The City shall discourage the construction of critical facilities in areas of potential liquefaction. In cases where construction of such facilities cannot avoid liquefaction-hazard areas, the City shall require implementation of appropriate mitigation as recommended in site-specific geotechnical and soils studies.

SE 4.11 Geotechnical Report Required. [GP/CP] The City shall require geotechnical and/or geologic reports as part of the application for construction of habitable structures and essential services buildings (as defined by the building code) sited in areas having a medium-to-high potential for liquefaction and seismic settlement. The geotechnical study shall evaluate the potential for liquefaction and/or seismic-related settlement to impact the development, and identify appropriate structural-design parameters to mitigate potential hazards.

SE 4.12 Safety Measures for Tsunami Hazard Areas. [GP/CP] The following shall apply in tsunami hazard areas:

a. New developments shall include design features or other measures that provide for safe harbor on site.

b. Existing critical facilities within the tsunami hazard area should be reviewed by the City Building Official, or designee, in conjunction with the appropriate state agency, to ensure that adequate areas for safe harbor are available on site and/or that other measures or features exist to minimize risk of injuries and deaths in the event of a tsunami.

c. The City, in cooperation with the County and/or State Offices of Emergency Services, encourages development of an emergency notification and evacuation plan in response to a tsunami warning. The City shall cooperate with these agencies to develop educational materials informing people of the causes of tsunamis, tsunami characteristics and warning signs (such as a locally felt earthquake or unusually recession of near-shore waters), and appropriate tsunami-response measures. These educational materials shall be made available to residents of and visitors to Goleta.

Policy SE 5: Soil and Slope Stability Hazards [GP/CP]

Objectives: *To promote safely sized, sited, and designed development in erosion-prone hazard areas. To reduce the potential loss of both public and private property in areas subject to steep slopes and erosion hazards.*

SE 5.1 Evaluation of Slope-Related Hazards. [GP/CP] The City shall require geotechnical/geological, soil, and structural engineering studies for all development proposed in areas of known high and moderate landslide potential or on slopes equaling or exceeding 25 percent. The studies shall evaluate the potential for landslides, rockfalls, creep, and other mass movement processes that could impact the development; they shall also identify mitigation to reduce these potential impacts, if needed. The studies shall be included as part of an application for development.

SE 5.2 Evaluation of Soil-Related Hazards. [GP/CP] The City shall require structural evaluation reports with appropriate mitigation measures to be provided for all new subdivisions, and for discretionary projects proposing new nonresidential buildings or substantial additions. Depending on the conclusions of the structural evaluation report, soil and geological reports may also be required. Such studies shall evaluate the potential for soil expansion, compression, and collapse to impact the development; they shall also identify mitigation to reduce these potential impacts, if needed.

SE 5.3 Avoidance of Landslide Hazards for Critical Facilities. [GP/CP] The City shall prohibit the construction of critical facilities (hospitals, schools, communication centers, fire and police facilities, power plants, etc.) in areas of high landslide potential. The City shall discourage the construction of critical facilities in areas of moderate landslide potential. In cases where construction of such facilities cannot avoid moderate landslide hazard areas, the City shall require implementation of appropriate mitigation as recommended in site-specific geotechnical and soils studies.

SE 5.4 Avoidance of Soil-Related Hazards. [GP/CP] For the proposed development of any critical facilities in areas subject to soil-related hazards, as well as for noncritical facilities in areas subject to soil-related hazards, the City shall require site-specific geotechnical, soil, and/or structural engineering studies to assess the degree of

hazard on the proposed site and recommend any appropriate site design modifications or considerations as well as any other mitigation measures. The City shall not approve development in areas subject to soil-related hazards, unless mitigation measures are identified and committed to that would reduce hazards to an acceptable level.

SE 5.5 Minimization of Grading in Hazardous Areas. [GP/CP] All construction proposed for areas with steep (equal to or greater than 25 percent) slopes or subject to soil- and slope-related hazards shall minimize the area to be graded and shall also minimize the area of vegetation removal or disturbance.

SE 5.6 Streambed Stabilization Projects. [GP/CP] In stream areas susceptible to slope failure, the City shall pursue and implement streambed stabilization projects. For these projects, stabilization by restoration with native plantings and natural-looking, "soft" stabilization methods shall be preferred over concrete channelization, gabions, riprap, and other "hard" stabilization methods.

Policy SE 6: Flood Hazards [GP/CP]

Objective: *To minimize damage to structures and the danger to life caused by stream flooding, dam failure inundation, and other flooding hazards.*

SE 6.1 Map of Flood Hazard Areas. [GP/CP] The City shall use the most recent edition of the federal Flood Insurance Rate Maps (FIRM maps) in evaluating applications for new or expanded development on properties subject to flood hazards. All applications for new or expanded development shall be required to show, where applicable, the floodway, 100-year floodplain, and the 500-year floodplain on the site plan showing the proposed development. The map in Figure 5-2 is a facsimile rather than the official flood hazard map and is intended only to be illustrative of possible flood hazard areas.

SE 6.2 Areas Subject to Local Urban Flooding. [GP] In addition to flood hazard areas shown on the FIRM maps, the City may require applications for new or expanded development in areas with known persistent local urban flooding to include measures that lessen the urban flooding hazard and/or that mitigate its effects on the proposed development. This requirement shall apply to flooding on any street or roadway that provides access to the proposed development.

SE 6.3 Floodplain Management Ordinance. [GP] The City shall maintain and strictly enforce the policies, regulations, and standards within a Floodplain Management Ordinance, Chapter 15.10 of the Goleta Municipal Code.

SE 6.4 Avoidance of Flood Hazard Areas. [GP/CP] The City shall discourage any new intensive development in any flood hazard area, including potential flood inundation areas due to sea level rise. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any flood-prone area. The City shall not approve development within areas designated as the 100-year floodplain that would obstruct flood flow (such as construction in the designated floodway), displace floodwaters onto other property, or be subject to flood damage. The City shall not allow development that will create or worsen drainage problems.

SE 6.5 **Siting of Critical Facilities. [GP]** The City shall discourage the construction of critical facilities within the 100-year floodplain. In cases where construction of such facilities cannot avoid flood hazard areas, the City shall require implementation of appropriate mitigation as recommended in site-specific hydrology/hydraulic and/or engineering studies.

SE 6.6 **Enforcement of Watercourse Setback Ordinance. [GP/CP]** A minimum 50-foot setback shall be required from streambanks and flood control channels for all new development (see related CE 2.2). For projects that would be rendered infeasible by the application of such minimum setbacks, the project applicant shall provide a site-specific engineering study with recommended mitigation measures to allow for a reduced setback that would not expose development to unacceptable risk. Furthermore, in these cases, the City shall consult with the Santa Barbara County Flood Control District to determine whether the proposed lesser setback would be appropriate, in that it would allow access for flood control maintenance and enable proper operation of the channels. The City shall maintain and enforce the policies and standards within a Water Course Setback Ordinance.

Riparian Corridor along Glen Annie Creek

SE 6.7 **Evaluation of Potential Inundation Hazard. [GP/CP]** When reviewing proposals for development of water reservoirs, large retention basins, or drainage channels, the City shall require an evaluation of potential inundation areas and require design to withstand potential seismic activity.

SE 6.8 **Flood Control Projects. [GP/CP]** The City shall seek funding for and implement capital improvement projects to mitigate hazards for low-lying flood-prone areas. The City shall require restoration of natural processes in drainage ways where appropriate and feasible. For these flood control projects, methods that employ native plantings and natural-looking, “soft” stabilization shall be preferred over methods that rely solely on concrete channelization and other “hard” stabilization methods.

SE 6.9 **Restoration of Armored or Channelized Stream Beds. [GP/CP]** The City shall pursue opportunities to eliminate or soften existing concrete channels and/or rock- or concrete-stabilized banks from streams. (See CE 2.5.)

SE 6.10 **Dam Failure Inundation Preparation. [GP]** The City shall prepare and maintain an Emergency Action Plan (EAP) for dam failure at the Lake Los Carneros Dam. The City shall also seek access to and maintain the EAPs for the two other dams located outside of City boundaries with dam failure inundation potential within the City: Glen Annie and Rancho del Ciervo dams. Updates on dam inundation hazards shall be reflected in local and regional emergency response documents.

SE 6.11 Coordinate with Public Agencies Responsible for Flood Protection. [GP] The City shall coordinate with public agencies responsible for flood protection and dam failure to ensure effective management of flood risks and alignment of local planning efforts with regional strategies. This coordination shall include sharing data, supporting flood control infrastructure projects, and integrating updated hazard information into land use and emergency response planning.

Policy SE 7: Urban and Wildland Fire Hazards [GP/CP]

Objective: *To reduce the threat to life, structures, and the environment caused by urban and wildland fires.*

SE 7.1 Fire Prevention and Response Measures for Development. [GP/CP] New development and redevelopment shall be designed and constructed in accordance with more current State and Santa Barbara County fire protection building standards. The City shall prohibit new subdivisions in the Very High Fire Hazard Severity Zone unless: 1) Secondary access is available, or mitigations and/or management plans are required that offset the known risks; 2) A Wildfire Protection Plan is prepared and approved by the County of Santa Barbara Fire Department; and 3) An appropriate setback from wildland vegetation, as determined by the County of Santa Barbara Fire Department, is implemented prior to development.

SE 7.2 Review of New Development. [GP/CP] Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of "defensible space" around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.

Fire Department Engine Responding to a Wildfire
Source: Santa Barbara County Fire Department 2003

SE 7.3 Identification of Fire Hazard Areas. [GP/CP] The Santa Barbara County Fire Department should identify high-value and high-risk areas, including urban/wildlife interface areas, and develop mitigation efforts to reduce the threat of fire.

SE 7.4 Fuel Modification Plans. [GP/CP] Applications for new development that require fuel modification shall include a Fuel Modification Plan for the project. This plan shall be prepared by a landscape architect or resource specialist and shall include measures to minimize removal of native vegetation, minimize disturbance to environmentally sensitive habitat areas (ESHAs), and incorporate fire-retardant

vegetation in new plantings. Such plans shall be reviewed and approved by the Santa Barbara County Fire Department.

SE 7.5 Standards for Rebuilding in High Fire Hazard Areas. [GP] Any rebuilding in high and very high fire hazard areas shall incorporate development standards and precautions that reduce the chance of structure losses from fire.

SE 7.6 Implementation of the Community Wildfire Protection Plan. [GP/CP] The City shall implement the Goleta Community Wildfire Protection Plan (CWPP), as may be amended, to enhance community wildfire protection.

SE 7.7 Non-Conforming Development. [GP/CP] The City shall use public funding such as state and federal grants, where available and practical, to assist private landowners in implementing defensible space and low-cost building retrofits to increase resiliency of existing developments, including in High or Very High Fire Hazard Severity Zones, that were built prior to modern fire safety codes or wildfire mitigation guidance.

Policy SE 8: Oil and Gas Industry Hazards [GP/CP]

Objective: *To minimize the risk of potential short- and long-term hazards associated with the operation of the Venoco Ellwood facilities and other oil and gas extraction, processing, and transportation facilities.*

SE 8.1 Nonconforming Status of EOF. [GP/CP] In accord with the legal nonconforming status of the EOF in western Goleta, the City may allow safety improvements that incidentally could prolong the life of the plant. (See related LU 10.1.)

SE 8.2 Consideration of Offshore Gas Processing. [GP/CP] The City supports minimizing the risk of a H2S release within the City's boundaries. The environmental document prepared in connection with any project proposal requiring discretionary permit approval by the City of Goleta for a substantial increase in EOF throughput should include among the reasonable range of project alternatives the cessation of gas sweetening (H2S removal) at the EOF and relocation of such gas treatment facilities and processes to Platform Holly. The intent is to provide an analysis of the feasibility of this method of reducing the risk of an H2S release within the City's boundaries.

SE 8.3 Annual Safety Audits Required. [GP/CP] Annual safety audits of all new and existing oil and gas production, processing, and storage facilities shall be required. The City, or its agent, shall participate in these safety audits. All deficiencies noted in each audit shall be addressed promptly, in timeframes as recommended by the audit's conclusions.

SE 8.4 Enhanced Preparedness for Hydrogen Sulfide Release. [GP] The City shall work with the County's Office of Emergency Services to increase awareness of and emergency preparedness for the H_2S hazard associated with the EOF, such that nearby residents, businesses, their clients, and other potentially affected persons understand what to do in the event of a catastrophic release. For most affected persons, sheltering in place is preferable to evacuation, as certain evacuation routes would expose people to a greater hazard.

SE 8.5 **Inventory of Oil and Gas Pipelines. [GP/CP]** The City should develop and maintain an inventory of gas and oil pipelines, including public utility transmission pipelines, and shall require operators of petroleum pipelines to provide information deemed essential for such inventory.

SE 8.6 **Quantitative Risk Assessment. [GP/CP]** The City shall require a Quantitative Risk Assessment to be a component of any application for a new oil and gas production and processing facility or for any proposed substantial alterations of existing oil and gas production and processing facilities. The scope of the assessment should include any pipelines associated with or serving the facility. The Quantitative Risk Assessment should identify and quantify any new or substantially changed risks and show any substantial changes to hazard footprints, such that any potential impacts to surrounding development and uses can be assessed and mitigated. The Quantitative Risk Assessment should also recommend any appropriate mitigation measures to limit exposure of new or expanded hazards to surrounding development and uses.

SE 8.7 **Routing of Gas Pipelines. [GP/CP]** When reviewing proposals for new or relocated gas pipeline routes, the City shall consult with the federal Office of Pipeline Safety or the California Public Utilities Commission as appropriate. New gas pipelines, or relocations of existing gas pipelines, shall be routed to avoid significant risk to populated areas where feasible. This policy applies to gathering and transmission pipelines but not to distribution pipelines. The determination of populated areas shall consider both present and reasonably anticipated future development according to applicable land-use plans, zoning, and urban spheres of influence. New or relocated pipelines shall also be routed to prevent significant risk to highly sensitive land uses as defined in this element, unless the risk can be rendered insignificant by incorporation of feasible mitigation measures.

Processing Equipment at the Venoco Ellwood Onshore Oil and Gas Processing Facility

SE 8.8 **Development near Gas Pipelines. [GP/CP]** The City shall limit or prohibit development of highly sensitive land uses near gas gathering and transmission pipelines, if the existing pipeline would expose the new use to significant risk. For other types of proposed development near existing gas pipelines, the City may require mitigation if they are located within a presumptive hazard zone of the pipeline. Applicants proposing development within a presumptive hazardous zone may rebut the presumed boundaries of this zone through site-specific analysis that complies with City thresholds.

SE 8.9 **Safety Requirements for New Petroleum Pipelines. [GP/CP]** In a manner consistent with applicable law, the City shall condition discretionary land use approvals of new petroleum pipelines to require safe design, including technology to prevent failure and reduce the consequences of failure. Examples include proven

controls for preventing internal and external corrosion and fractures, proven leak detection, safe venting systems, appropriate capabilities for shutting the pipeline down and isolating potential pipeline leaks, and effective public-warning systems. Requirements shall be commensurate with the level and anticipated duration of the risk.

SE 8.10 Safety, Inspection, and Maintenance of Oil and Gas Pipelines. [GP/CP] The City shall condition discretionary land use approvals of new or substantially upgraded gas and oil pipelines to require a Safety Inspection, Maintenance, and Quality Assurance Program or similar mechanism to ensure adequate ongoing inspection, maintenance, and other operating procedures. Any such mechanism shall be subject to City approval prior to commencement of pipeline operations and provide for systematic updates as appropriate. Requirements shall be commensurate with the level and anticipated duration of the risk.

SE 8.11 Safety Measures for Pipelines Transporting Produced Gas. [GP/CP] Consistent with applicable law, the City shall require feasible operating methods for reducing the hazard along natural gas pipeline corridors that are commensurate with the level of risk. Potential considerations include, but are not limited to, one or more of the following methods: sweetening of gas offshore, removal of condensate at the production site to achieve a single-phased flow in the gas pipeline, reduction of maximum allowable operating pressure, thicker-walled pipelines, and systematic surveillance of the right-of-way. Measures required shall be commensurate with the level of significant risk posed by the pipeline, and may be adjusted as that level of significance changes over time.

SE 8.12 Consultation with Pipeline Operators. [GP/CP] The City shall consult with applicable pipeline operators, including public utilities, during the preparation of land use plans and during the early stages of reviewing discretionary permit applications on all properties that contain, or are adjacent to, oil or gas pipelines, including public-utility high-pressure gas pipelines.

SE 8.13 Setbacks from Gas Pipelines. [GP/CP] The City shall generally require a minimum setback of 25 feet from the centerline of gas gathering and transmission pipelines, including public-utility high-pressure pipelines, for all buildings and structures to prevent damage to the pipeline by external mechanical forces and to permit operators timely and unhindered access for repair, maintenance, survey, and emergency response. Exceptions to this requirement shall include:

a. Corridor-type locations such as roads and highways, and corridor-type uses such as other pipelines, bicycle and pedestrian paths, utilities, and appurtenances of corridors located in public rights-of-way.

b. Pipeline endpoints and interconnecting pipelines.

c. Replacement of a public-utility pipeline with a functionally equivalent pipeline.

d. Instances where this requirement is preempted by state or federal law.

e. Instances where the City finds the 25-foot setback poses an undue hardship to proposed development, provided that any reduced setback shall not be less than 15 feet and shall substantially accomplish the purpose.

SE 8.14 Pipeline Burial Depths. [GP/CP] New oil and gas pipelines, or relocation of existing oil and gas pipelines, excluding gas distribution pipelines, shall be buried at an appropriate depth, one that safely accommodates potential of scouring, slope failure, and other forms of natural or human-caused erosion and earth movement. The calculation of initial burial depth should take into account depth reduction via erosion and other forms of earth movement (including grading and construction) unless other means of maintaining a safe minimum burial depth can be incorporated throughout the operating life of a pipeline. Pipeline operators should assess burial depths every five years, or at a more frequent interval when geologic characteristics, flooding, and other circumstances indicate a prudent need for special monitoring. These requirements shall apply to new and existing pipelines where burial depths are specified. It shall also apply to existing, buried pipelines where depths are not prescribed but maintenance of a minimum depth is warranted. A minimum burial depth shall be maintained for the entire operating life of the pipelines.

SE 8.15 Pipeline Marking and Warning. [GP/CP] New oil and gas pipelines, or relocation of existing pipelines, shall include measures to clearly warn outside parties about the presence of the pipeline, including proper marking of the right-of-way with signage and use of brightly colored warning tape approximately 1 foot above buried pipelines where feasible.

Policy SE 9: Airport-Related Hazards [GP]

Objective: *To minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport.*

SE 9.1 Safety Zone Regulations. [GP] The City will maintain and enforce through appropriate zoning measures the airport Safety Zone regulations, including use limitations, pursuant to the Santa Barbara Airport Land Use Compatibility Plan (ALUCP). The City of Goleta shall consult with the ALUC when required by the ALUCP. The City shall also require, as a condition of approval of development applications, dedication of avigation easements where required by the ALUCP. *(Amended by Reso. 23-60, 11/07/23)*

SE 9.2 Height Restrictions. [GP] The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents and promote airspace protection. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Airport. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*

SE 9.3 Limitations on Development and Uses. [GP] The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Airport consistent with the ALUCP. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*

SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7-25. [GP] A minimum 300-foot-wide safety corridor limited to open space, landscaping, roadways, and parking shall be maintained within Safety Zone 1 on the Cabrillo Business Park properties. This airport safety corridor shall be set approximately along an extension of the Runway 7-25 centerline and shall be 300 feet wide as depicted in Figure 5-3.

The airport safety corridor shall be shown on all development plans submitted to the City. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*

SE 9.5 Limitations on Intensity of Uses. [GP] The City shall apply use intensity limits (people per acre), including intensities with risk reductions, for Safety Zones 1–5 depicted in Figure 5-3, as detailed in the ALUCP. *(Amended by Reso. 23-60, 11/07/23)*

SE 9.6 Limitations on Residential Development. [GP] The City shall not allow new residential development within Safety Zone 1 as depicted in Figure 5-3. The City shall limit residential development beyond Safety Zone 1 consistent with the ALUCP. *(Amended by Reso. 23-60, 11/07/23)*

SE 9.7 Real Estate Disclosure. [GP] Except where an avigation easement is required, an overflight notification consistent with the requirements of the ALUCP must be recorded as part of any real estate transaction for any residential development within the AIA, as depicted in Figure 5-3. *(Amended by Reso. 23-60, 11/07/23)*

SE 9.8 Limitations on Hazardous Facilities. [GP] Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable materials shall conform to the use limitations included in the ALUCP. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*

Policy SE 10: Hazardous Materials and Facilities [GP]

Objective: *To minimize injuries, illnesses, loss of life and property, and economic and social disruption due to potential upsets associated with the storage, use, handling, and transport of hazardous materials, and to ensure proper oversight of hazardous waste sites within the city.*

SE 10.1 Identification of Hazardous Materials Facilities. [GP] The City shall work with Santa Barbara County Fire Department's Hazardous Materials Unit to maintain up-to-date lists and maps of facilities in Goleta that involve the storage, use, and/or transport of hazardous materials.

SE 10.2 Compliance with Law. [GP] The storage, handling, and disposal of any hazardous material shall be done only in strict compliance with applicable City, state, and federal law.

SE 10.3 Hazard Assessment Required for Hazardous Materials Facilities. [GP] For all new hazardous facilities, and for any proposed substantial increase in intensity of use for existing hazardous facilities, the City shall require a hazard assessment to be submitted as part of the development application. The hazard assessment shall identify the risks posed by the new or expanded facility and the geographical extent of significant risk.

SE 10.4 Prohibition on New Facilities Posing Unacceptable Risks. [GP] The City shall not allow new hazardous facilities or expanded hazardous facilities that would expose existing residential or commercial development to unacceptable risk. New or expanded hazardous facilities in proximity to existing residential and commercial development shall incorporate appropriate mitigation measures to minimize potential risks and exposure.

SE 10.5 Restriction on Residential Development near Hazardous Facilities. [GP] The City shall consider the exposure of new development to risk of hazardous materials accidents and exposure as a part of its project and environmental review processes and require any appropriate mitigation measures. The City shall not allow any new residential development near hazardous facilities if these residences would be exposed to unacceptable and unmitigable risk.

SE 10.6 Responsibility for Cleanup by Responsible Party. [GP] No new development or substantial redevelopment shall be permitted on land determined to contain actionable contamination until the party responsible for such contamination has been identified and has accepted financial responsibility for any required remediation. The posting of a bond or other appropriate surety in an amount and form acceptable to the City shall be required as a condition of development approval. In appropriate circumstances, the City may assist in attempting to obtain outside grants or other resources to address contamination issues and help fund remediation.

SE 10.7 Identification, Transport, and Disposition of Potentially Contaminated Soil. [GP] The City shall require a Soil Management Plan and a project-specific Health and Safety Plan for all new development and redevelopment within areas containing potentially contaminated soil. The Soil Management Plan and Health and Safety Plan should establish standards and guidelines for the following:

- Identification of contaminated soil.
- Identification of appropriate personal protective equipment to minimize potential worker exposure to contaminated soil.
- Characterization of contaminated soil.
- Soil excavation.
- Interim and final soil storage.
- Verification sampling.
- Soil transportation and disposal.

The Soil Management Plan and Health and Safety Plan should also address naturally occurring hazardous materials that may be present in the soil, such as methane and Radon-222, and include contingencies (e.g., characterization, management, and disposal) if they are present.

SE 10.8 Solid and Hazardous Waste Disposal. [GP/CP] The City shall continue to provide solid and hazardous waste disposal services and educate the public about how to minimize, recycle, and dispose of solid and hazardous waste in an efficient and environmentally sound manner.

SE 10.9 Lead-Based Paint. [GP/CP] The City shall raise awareness about the risks associated with lead-based paint and other housing hazards, including by distributing information provided by the California Department of Public Health and the United States Environmental Protection Agency about remediation of lead and best practices to reduce and eliminate other housing hazards.

Policy SE 11: Emergency Preparedness [GP]

Objective: *To attain a high level of emergency preparedness to limit damage and risks to public safety from natural and industrial hazards and to have effective and efficient emergency recovery procedures in place to minimize social, environmental, and economic disruption during the aftermath of an emergency.*

SE 11.1 Education and Awareness Programs. [GP] The City shall work to improve preparedness programs that educate and organize people to respond appropriately to disasters. Such programs include education and awareness programs for individuals, families, institutions, businesses, government agencies, and other organizations in a manner that considers the needs of all members of the community.

SE 11.2 Improved Information Transfer during Emergencies. [GP] The City shall continue to improve information transfer to the media during emergencies. Official emergency response liaisons should meet with media representatives on a regular basis to improve coordination. The City and/or its designee shall provide all emergency notifications in a timely, accessible format.

SE 11.3 Periodic Updates to City Hazard Mitigation and Emergency Operations Plans. [GP] The City shall maintain and update an Emergency Operations Plan and Local Hazard Mitigation Plan. These plans shall be coordinated as appropriate with the County of Santa Barbara planning efforts.

SE 11.4 Incorporation of Emergency Response Plans into GIS. [GP] The City should work with the County and other emergency response agencies to develop and maintain a Geographic Information System (GIS) that includes the data layers on emergency risks and plans.

SE 11.5 Monitoring of Trends and Improvements in Emergency Preparedness. [GP] The City shall stay current on the latest emergency response measures and information. The City should seek from other government, academic, and private organizations new data that can be used for emergency preparedness and response.

SE 11.6 Maintaining Essential Public Facilities Operation during Emergencies. [GP] The City aims to maintain functionality of critical public facilities during flood, fire, and other disaster events by implementing measures to enhance infrastructure resilience and emergency preparedness, especially in hazard areas. This includes upgrading facilities to withstand flooding, providing backup systems for essential operations, and maintaining effective emergency response plans. The City shall also coordinate with regional agencies and the community to minimize service disruptions and ensure timely recovery efforts.

SE 11.7 Residential Development with Limited Evacuation Route Access. [GP] For residential areas with 30 or more units in a hazard area and lacking two egress routes, as shown in Figure 5-4, the City shall work with emergency responders to ensure familiarity with these areas, to improve evacuation safety to reduce risks to residents, and to provide information to impacted residents.

SE 11.8 County Coordination Before and During Emergencies. [GP] The City shall collaborate with Santa Barbara County to enhance emergency preparedness, response, recovery, and mitigation efforts. This includes joint planning, training, and communication, as well as resource sharing during emergencies. The City and County will coordinate on public education, equitable outreach, and post-incident evaluations to continuously improve safety measures and community resilience.

SE 11.9 Local Hazard Mitigation Plan. [GP] The City hereby incorporates by reference into the Safety Element the City of Goleta Local Hazard Mitigation Plan: An Annex to the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (LHMP) (accessible here). The LHMP was prepared as an annex to the County of Santa Barbara's Multi-Jurisdictional Hazard Mitigation Plan in compliance with the Disaster Mitigation Act of 2000 and applicable Federal Emergency Management Agency guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities.

SE 11.10 Evacuation Routes and Planning. [GP] The City shall continue to assess the effectiveness of emergency evacuation routes in the City, as identified in Transportation Element Subpolicy TE 15.3, and coordinate with relevant agencies including the Santa Barbara County Sheriff's Office and the Santa Barbara County Fire Department to prepare for emergency evacuations.

Policy SE 12: Climate Change Hazards and Adaptation [GP]

Objective: *To prepare for and reduce vulnerability to the risks posed by climate change.*

SE 12.1 Identification and Mapping of Cooling Centers. [GP] The City should coordinate with the Santa Barbara County Office of Emergency Management to identify and map cooling centers in locations accessible to vulnerable populations and establish standardized temperature triggers for when they will be opened.

SE 12.2 Support Climate-Vulnerable Populations. [GP] The City shall ensure that climate impacts and climate adaptation measures aimed at reducing climate risks do not lead to disproportionally adverse effects on vulnerable populations via the implementation of SE-IA-6, requiring a Climate Action and Adaptation Plan.

SE 12.3 Site-Specific Climate Hazards. [GP/CP] The City shall require climate hazard screening and a report, where applicable, for new development in areas with known or predicted potential climate hazards. Climate hazards include but are not limited to wildfires, drought, extreme heat, flooding and coastal storms, and sea level rise. Siting and design of new development shall address identified climate hazards.

SE 12.4 Participation in Interagency and Regional Climate Planning. [GP] The City should participate in regional climate adaptation planning efforts, and collaborate with responsible agencies, such as but not limited to, the Goleta Water District, Santa Barbara Airport, Santa Barbara County Flood Control, Santa Barbara County Fire Department, Santa Barbara County Sustainability and Planning & Development staff, Santa Barbara County Office of Emergency Management, Santa Barbara

County Air Pollution Control District, Santa Barbara County Regional Climate Collective, Central Coast Community Energy, Tri-County Regional Energy Network, California State Lands Commission, and the California Coastal Commission.

SE 12.5 Natural Infrastructure to Support Climate Adaptation. [GP] The City shall support forms of natural infrastructure or nature-based solutions, where feasible, to support climate adaptation and resiliency measures. Such support includes implementation of open space and natural resource management plans and implementation of Conservation Element policies.

5.5 IMPLEMENTATION ACTIONS [GP]

SE-IA-1 New Zoning Code. The City's new zoning code shall include regulations for a hazards overlay zone to address seismic and other geologic hazards, coastal hazards, flooding, and wildland fire hazards. In addition, the new zoning code should include regulations for an airport approach overlay zone.

Time period: 2006 to 2007

Responsible party: Planning and Environmental Services Department

SE-IA-2 San Jose Creek Flood Control Project. The City shall implement the San Jose Creek Flood Control Project, including construction of appropriate flood control facilities, to reduce the extent and frequency of flooding in the Old Town area.

Time period: Undetermined; may be implemented in phases

Responsible party: Community Services Department, Redevelopment Agency, County of Santa Barbara Flood Control District

SE-IA-3 Annual Safety Audits of Oil and Gas Facilities. Annual safety audits shall be prepared for all oil and gas production, processing, and storage facilities.

Time period: Annually

Responsible party: Oil and gas operators, City contractors, Planning and Environmental Services Department

SE-IA-4 Emergency Operations and Hazard Mitigation Plans. The City shall maintain and update an Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan (LHMP). These plans shall be coordinated as appropriate with the County of Santa Barbara planning efforts.

Time Period: EOP Updates Every Five Years and as necessary; LHMP Updates Every Five Years

Responsible party: City Manager, Neighborhood Services Department, City of Goleta Police Department and Santa Barbara County Fire Department, County of Santa Barbara Office of Emergency Management

SE-IA-5 **International Fire Code Council Urban Interface Code.** Consideration of adoption of the International Fire Code Council Urban Interface Code, which would include certain additional standards for new construction.

Time Period: 2008

Responsible Party: City of Goleta and Santa Barbara County Fire Department

SE-IA-6 **Climate Action and Adaptation Plan.** The City shall prepare and update, as needed, a Climate Action and Adaptation Plan. The Plan shall be prepared to, among other things, update and consolidate the City's Climate Action Plan (July 2014, implementing CE-IA-5), Coastal Hazards Vulnerability Assessment and Fiscal Impact Report (2015), Strategic Energy Plan (2019), and satisfy the requirements of Public Resources Code Section 30985 (SB 272) regarding sea level rise planning and adaptation.

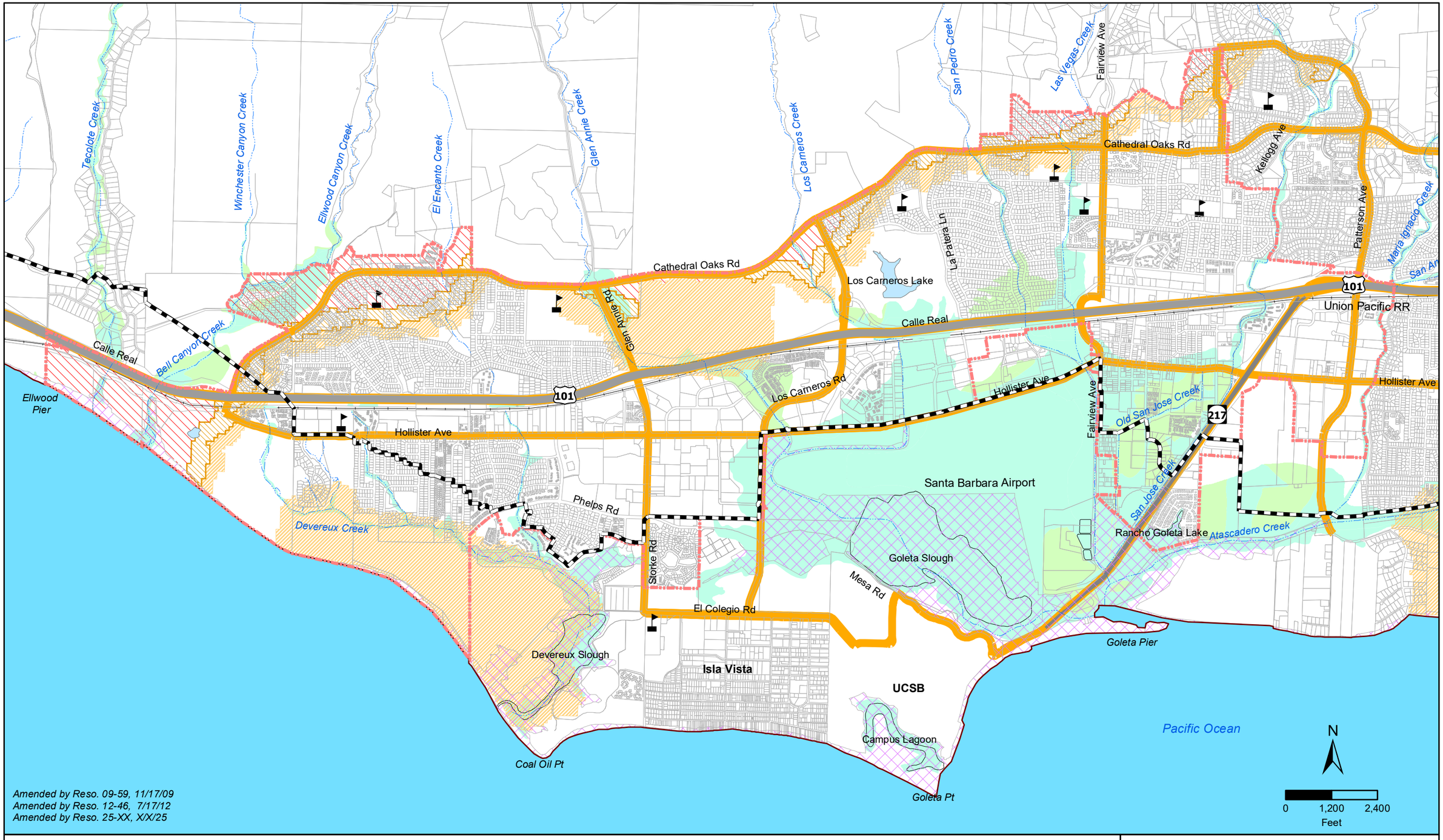
Time Period: 2025 to 2028

Responsible Party: Planning and Environmental Review Department, Neighborhood Services Department, Public Works Department, General Services Department

SE-IA-7 **Climate Hazards Assessment Ordinance.** The City shall prepare an ordinance to amend Title 17 (Zoning) of the Goleta Municipal Code to specify the screening and reporting requirements needed to implement Subpolicy SE 12.3 (Site-Specific Climate Hazards). The ordinance shall identify the climate hazards to be analyzed for new development, when a full climate hazards report is required, the contents required for a climate hazard report, and detail under what circumstances siting and design changes are warranted to address the climate hazards identified in the report.

Time Period: 2025 to 2028

Responsible Party: Planning and Environmental Review Department



Amended by Reso. 09-59, 11/17/09
Amended by Reso. 12-46, 7/17/12
Amended by Reso. 25-XX, X/X/25

Legend

Flood Hazard
- 100 Year Flood Zone
- 500 Year Flood Zone

Fire Hazard Severity Zones
- Moderate
- High
- Very High

Tsunami Hazard
- Tsunami Inundation Area

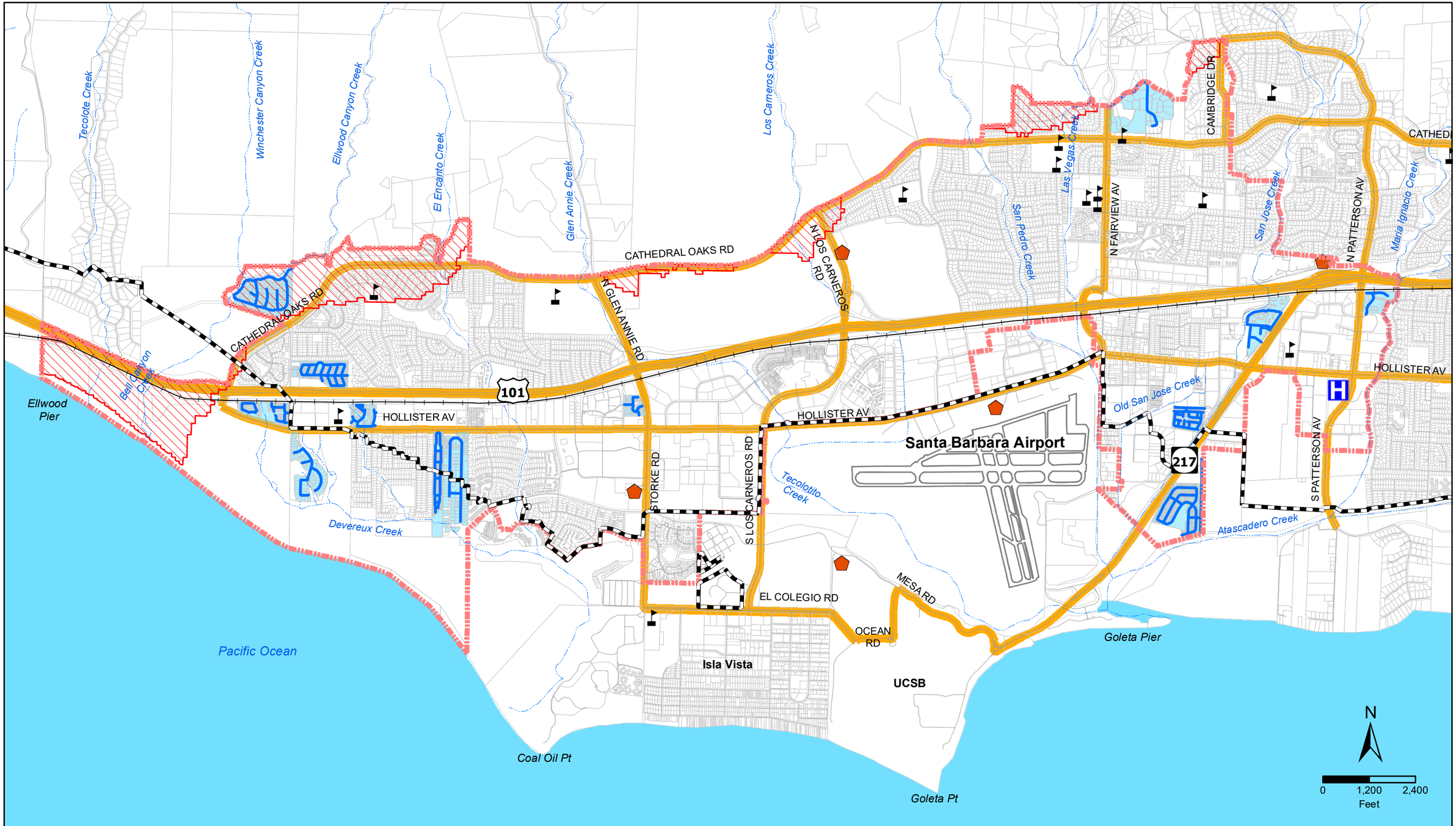
Other Features
- Potential Evacuation Routes
- Goleta City Boundary
- Coastal Zone
- Creeks
- Schools

Source:
The 100- and 500-year flood zones were mapped by the Federal Emergency Management Agency, per the Flood Risk Database (accessed 3/26/2025). The tsunami inundation area was produced by the California Geological Survey and the California Governor's Office of Emergency Services (dated 2022). The fire hazard severity zones were obtained from the California Department of Forestry and Fire Protection (dated 3/12/2025 for State Responsibility Areas and 3/10/2025 for Local Responsibility Areas).

RPC 2 (b)(i)

Figure 5-2
FIRE, FLOOD, AND TSUNAMI HAZARDS MAP

GENERAL PLAN/COASTAL LAND USE PLAN
TBD 2025



Legend

- Roads in Residential Areas with One Egress
- Potential Evacuation Routes
- Residential Parcels with One Egress

RPC 2 (b)(i)

Fire Hazard Severity Zones

- Very High

- Hospital
- Fire Stations
- City of Goleta
- Coastal Zone
- Creeks
- Schools

Source:
The very high fire hazard severity zones were obtained from the California Department of Forestry and Fire Protection (dated 3/10/2025).

Figure 5-4
RESIDENTIAL AREAS WITH ONE EGRESS AND VERY HIGH FIRE HAZARD SEVERITY ZONE

GENERAL PLAN/COASTAL LAND USE PLAN
TBD 2025

CHAPTER 7.0
TRANSPORTATION ELEMENT (TE)

7.1 INTRODUCTION

General Plan Law Requirements [GP]

The Transportation Element, also known in state law as the Circulation Element, guides the continued development and improvement of the transportation system to support land uses planned in the Land Use Element. State planning law requires:

> …a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan.

Transportation Element Policies

TE 1: Integrated Multi-Modal Transportation System
TE 2: Transportation Demand Management
TE 3: Streets and Highways Plan and Standards
TE 4: Target Level of Service Standards
TE 5: Planned Street and Road Improvements
TE 6: Street Design and Streetscape Character
TE 7: Public Transit (Bus Transportation)
TE 8: Rail Transportation
TE 9: Parking
TE 10: Pedestrian Circulation
TE 11: Bikeways Plan
TE 12: Transportation Systems Management
TE 13: Mitigating Traffic Impacts of Development
TE 14: Financing Transportation Improvements
TE 15: Regional Transportation

The State General Plan Guidelines recommend that the circulation policies and plans should: integrate the transportation and circulation system with planned land uses; promote the safe and efficient transport of goods and the safe and effective mobility of all segments of the population; make efficient use of existing transportation facilities; and protect environmental quality and promote the wise and equitable use of economic and natural resources.

Coastal Act Requirements [CP]

Generally, only short segments of Goleta's arterial street system and U.S. Highway 101 (US-101) and State Route 217 (SR-217) traverse areas within the California Coastal Zone. Provisions of the Coastal Act promote maintenance and enhancement of public coastal access by automobile and transit. New development is required to avoid overwhelming the local circulation system so as to allow ease of public access. New or expanded public roadways must be designed and limited to accommodate needs generated by planned new development. Where existing or planned transportation infrastructure can accommodate only a limited amount of new development, priority shall be given to coastal-dependent land uses so that they are not precluded.

Existing Transportation System and Conditions: 2005 [GP]

Regional Setting

Goleta is situated on the south coast of Santa Barbara County along the US-101 and Union Pacific Railroad (UPRR) corridors, which traverse the city from east to west and divide it into northern and southern sections. The City has little or no control over regional traffic that passes through Goleta on US-101 or on SR-217, which connects southward to the University of

California, Santa Barbara (UCSB) campus and the Santa Barbara Municipal Airport. Congestion on these routes in the future will continue to affect traffic conditions on the city's street network. Even if the City limited future development within its boundaries entirely, traffic congestion would continue to increase as a result of growth in surrounding areas and particularly at UCSB, which is adjacent to the city's southern boundary. At the same time, alternatives to automobile travel are limited within Goleta and the urbanized south coast area.

Existing Street and Highway System

Fairview/U.S. Highway 101 Overpass Traffic

Goleta's arterial network includes two continuous east-west arterials that generally parallel the US-101 corridor: Hollister Avenue south of the freeway and Cathedral Oaks Road to the north. All major north-south arterials in the city have interchanges with US-101: Patterson Avenue, Fairview Avenue, Los Carneros Road, and Storke-Glen Annie Road. Goleta experiences significant traffic volumes and congestion, and these issues rank high among the concerns of residents. As traffic congestion increases, it can frustrate drivers, waste fuel, contribute to pollution, and reduce productivity and recreational time. Because the area is largely developed and nearly built out, the components of the city's future road system are already in place, except for a limited number of new links proposed in this plan. A major emphasis in the future will be on achieving more efficient utilization of the existing street network.

Traffic conditions are greatly influenced by the limited number of north-south crossings of US-101 and the lack of a street grid system. These constraints reduce the connectivity of the street system and contribute to congestion on the cross routes at their freeway ramps and at their intersections with east-west arterials such as Hollister Avenue. Limited capacity on US-101, which consists of two travel lanes each direction west of Fairview Avenue and three travel lanes east to Santa Barbara, can result in pressure on the only two continuous parallel routes—Hollister Avenue and Cathedral Oaks Road—as drivers seek alternate routes during periods of severe travel delay on US-101.

Transit Services

The Santa Barbara Metropolitan Transit District (MTD) provides public bus transit services in Goleta and the south coast area. As of 2005, the structure of the governing board of MTD did not provide for representation by Goleta. While Goleta's low-density suburban residential development pattern presents a challenge to transit providers, the concentration of larger-scale employers and commercial services, particularly along the Hollister Corridor and at the UCSB campus, offers opportunities for bus transit to play a larger role in the future. Additional constraints are caused by limited funding to support public bus transportation services. As of 2005, several providers offered express commuter service to Goleta from Ventura County in the south and from the Santa Ynez Valley, Lompoc, and Santa Maria in the north. Despite an

extensive route network within the Goleta area, for many potential users the bus transit system was not competitive in 2005 with the automobile in terms of convenience and accessibility.

Passenger Rail Services

As of 2005, passenger rail service in Goleta was limited to Amtrak and state-supported service in a corridor extending from San Diego to San Luis Obispo. These services use the UPRR tracks, which are parallel and adjacent to US-101. The only terminal facilities in Goleta consist of a passenger platform at La Patera Lane. Although the possibility of instituting commuter rail service along the UPRR corridor between Goleta and Ventura County has been discussed by regional organizations, no commitments or actions have been made as of 2005, and the feasibility of such service and its potential role in reducing congestion on US-101 remain unproven.

Existing and Forecasted Future Travel Conditions

The Goleta Travel Model, a detailed transportation model encompassing 162 traffic analysis zones and 29 land-use variables within the city and surrounding portions of the Goleta Valley, was developed for the General Plan by PTV America based on VISUM model software. The model calibration is documented in a report by PTV America titled “City of Goleta 2005 Transportation Model Calibration Report,” dated September 2005. The model is a single-mode, PM peak-period model that addresses auto travel. The Goleta Travel Model was employed by Dowling Associates to forecast and evaluate future traffic conditions resulting from the Land Use Plan set forth in the Land Use Element. The modeling tested several transportation system alternatives to evaluate the effectiveness of various improvements in maintaining acceptable levels of service (LOS) on city roadways. In addition, the transportation consequences of several land use alternatives were evaluated. The modeling of various general plan scenarios is documented in a report by Dowling Associates, Inc., titled “City of Goleta General Plan Traffic Forecast Report.”

Figure 7-1 shows existing 2005 PM peak hour traffic volumes and forecasted future traffic volumes with full build-out, consistent with the land use plan, on selected intersections and roadways on the city’s street network. The data indicate that increases in traffic volumes of 25 percent or more can be expected on some segments of the street system.

U.S. Highway 101

Table 7-1 shows the projected PM peak hour LOS at each intersection evaluated in the traffic model under three scenarios: the existing condition as of 2005, buildout under the land use plan assuming no improvements to the transportation system, and buildout assuming improvements consistent with the transportation plan. The data show that three City intersections were deficient (LOS less than C) in 2005. The number of deficient intersections would increase to 17 if growth were to continue in accordance with the proposed land use plan without any improvement to the transportation system. The number of deficient

TABLE 7-1
EXISTING AND PROJECTED FUTURE LOS AT SELECTED INTERSECTIONS

Map ID	Intersection Location	Base Year 2005		Planned Land Use/No Transportation Improvements		Planned Land Use/Planned Transportation Improvements	
		V/C Delay	LOS	V/C Delay	LOS	V/C Delay	LOS
1	Hollister Ave./Calle Real	13.9s	B	18.7s	C	8.7s	A
2	Hollister Ave./Entrance Rd.	0.43	A	0.48	A	0.46	A
3	Hollister Ave./Canon Green Dr.	19.3s	C	72.3s	F	0.55	A
4	Hollister Ave./Pacific Oaks Rd.	0.55	A	0.82	D	0.74	C
5	Hollister Ave./Market Place Dr.	0.57	A	0.55	A	0.52	A
6	Hollister Ave./Storke Rd.	0.77	C	0.94	E	0.89	D
7	Storke Rd./Market Place Dr.	0.56	A	0.67	B	0.70	B
8	Storke Rd./Phelps Rd.	0.42	A	0.52	A	0.59	A
9	Cathedral Oaks Rd./Glen Annie Rd.	0.62	B	0.69	B	0.66	B
10	Glen Annie Rd./Del Norte Dr.	9.5s	A	9.9s	A	9.7s	A
11	Glen Annie Rd./US-101 NB Ramp	0.65	B	0.77	C	0.72	C
12	Storke Rd./US-101 SB Ramp	0.51	A	0.63	B	0.53	A
13	Cathedral Oaks Rd./Alameda Ave.	0.46	A	0.50	A	0.45	A
14	Cathedral Oaks Rd./Los Carneros Rd.	19.8s	C	37.0s	E	0.64	B
15	Los Carneros Rd./Calle Real	18.8s	C	34.3s	D	0.65	B
16	Los Carneros Rd./US-101 NB Ramp	0.56	A	0.62	B	0.60	A
17	Los Carneros Rd./US-101 SB Ramp	0.71	C	0.87	D	0.56	A
18	Los Carneros Rd./Calle Koral Rd.	0.70	B	0.76	C	0.73	C
19	Los Carneros Rd./Castilian Dr.	0.64	B	0.74	C	0.73	C
20	Los Carneros Rd./Hollister Ave.	0.69	B	0.89	D	0.78	C
22	Los Carneros Way/Hollister Ave.	0.46	A	0.58	A	0.46	A
23	Hollister Ave./Aero Camino Rd.	0.51	A	0.61	A	0.56	A
24	Hollister Ave./La Patera Ln.	0.60	A	0.62	B	0.73	C
25	Cathedral Oaks Rd./Fairview Ave.	0.52	A	0.57	A	0.57	A
26	Fairview Ave./Stow Canyon Rd.	70.3s	F	> 50s	F	0.61	B
27	Fairview Ave./Encina Ln.	0.46	A	0.52	A	0.52	A
28	Fairview Ave./Calle Real	0.81	D	0.96	E	0.80	C
29	Fairview Ave./US-101 NB Ramp	0.77	C	0.97	E	0.75	C
30	Hollister Ave./Fairview Ave.	0.68	B	0.83	D	0.78	C
31	Hollister Ave./Pine Ave.	0.65	B	0.76	C	0.62	B
32	Hollister Ave./Rutherford St.	0.50	A	0.71	C	0.62	B
33	Cathedral Oaks Rd./Cambridge Dr.	0.31	A	0.36	A	0.36	A
35	Calle Real/Kellogg Ave.	0.38	A	0.42	A	0.43	A
36	Hollister Ave./Kellogg Ave.	0.71	C	0.95	E	0.74	C
37	Hollister Ave./SR-217 SB Ramp	0.79	C	0.99	E	19.5s	C
38	Hollister Ave./SR-217 NB Ramp	0.68	B	0.73	C	3.9s	A
42	Patterson Ave./US-101 NB Ramp	0.72	C	0.87	D	0.77	C
43	Patterson Ave./US-101 SB Ramp	0.89	D	1.09	F	0.75	C
44	Patterson Ave./Overpass Rd.	0.56	A	0.61	A	0.61	B
45	Hollister Ave./Patterson Ave.	0.79	C	0.86	D	0.74	C
51	Fairview Ave./US-101 SB Ramp	0.62	B	0.83	D	0.71	C
54	Hollister Ave./US-101 NB Ramp	8.5s	A	8.5s	A	n/a	n/a
55	Ellwood Station Rd./Calle Real	8.4s	A	13.3s	B	0.64	B
56	Hollister Ave,/US-101 SB Ramp	11.6s	B	14.6s	B	0.43	A
57	Winchester Canyon Rd./Calle Real	9.0s	A	10.7s	B	11.3s	B
58	Fairview Ave./Ekwill St.	n/a	n/a	n/a	n/a	22.0s	C
59	Fairview Ave./Fowler St.	n/a	n/a	n/a	n/a	4.2s	A
60	Ekwill St./Pine St.	n/a	n/a	n/a	n/a	4.2s	A
61	Ekwill St./Kellogg Ave.	n/a	n/a	n/a	n/a	13.7s	B
65	Cathedral Oaks Rd./Hollister Ave.	n/a	n/a	n/a	n/a	0.44	A
67	Cathedral Oaks Rd./Calle Real	10.8s	B	11.1s	B	0.44	A
68	La Patera Ln./Calle Real	n/a	n/a	18.4s	C	0.79	C
69	La Patera Ln./Cathedral Oaks Rd.	n/a	n/a	12.6s	B	12.2s	B
70	Hollister Ave./Ellwood Station Rd.	n/a	n/a	n/a	n/a	0.71	C

NOTE: Data are expressed at volume/capacity ratios (v/c) for signalized intersections and as seconds of delay (s) for unsignalized intersections during the PM peak hour period.
LOS = Level of Service V/C = Volume-to-Capacity Ratio

intersections is reduced to one with the implementation of the proposed transportation improvements identified in this plan.

Table 7-2 identifies existing and projected average daily traffic volumes on various roadway segments associated with the proposed land use plan. The data show that three street segments were deficient in 2005. The number of deficient segments is expected to remain at three if growth were to continue in accordance with the proposed land use plan without any improvement to the transportation system. All deficient roadway segments would operate at acceptable service levels with implementation of the proposed transportation improvements identified in this plan.

Transportation Issues and Needs

As a result of the transportation modeling and community input at numerous public workshop meetings, the following transportation issues and needs were identified:

1. A need for more north-south crossings of US-101 to relieve congestion on cross-routes with interchanges.
2. A need to reconstruct an obsolete and/or deteriorated freeway interchange.
3. A need for major operational improvements to improve traffic flow and safety for bicyclists and pedestrians on Hollister Avenue in the Old Town area.
4. A need to reduce congestion on Hollister Avenue in Old Town by creating an alternative route to divert trips via Ekwill Street and Fowler Street to South Kellogg Avenue and the SR-217 interchange.
5. Concerns regarding deterioration in LOS at several key intersections, and the need for reasonable alternatives to reduce intersection congestion.
6. Concerns about improving safety, for vehicles, bicyclists, and pedestrians, at a number of locations within the city.
7. A concern that future transportation improvements be consistent with the existing and desired character of the community.
8. A need for convenient and accessible transit alternatives for commuters.
9. Concerns regarding substantial growth anticipated at UCSB and the university's participation in mitigating the traffic impacts on Goleta's street network.
10. Concerns regarding adequate maintenance and repair of streets in the future.
11. A key issue or concern is uncertainty regarding adequacy of funding sources to meet some transportation needs.

TABLE 7-2
EXISTING AND PROJECTED ROADWAY SEGMENT CAPACITY EVALUATIONS

	Base Year 2005			Planned Land Use/ No Transportation Improvements			Planned Land Use/ Planned Transportation Improvements		
Segment Location	**Count ADT**	**Capacity at LOS C**	**Deficient Yes/No**	**Model ADT**	**Capacity at LOS C**	**Deficient Yes/No**	**Model ADT**	**Capacity at LOS C**	**Deficient Yes/No**
Hollister west of Patterson	17,800	34,000	No	23,500	34,000	No	21,700	34,000	No
Hollister west of Fairview	21,700	34,000	No	24,900	34,000	No	22,900	34,000	No
Hollister east of Los Carneros	15,700	34,000	No	19,400	34,000	No	18,900	34,000	No
Hollister east of Storke	20,300	34,000	No	28,200	34,000	No	25,300	34,000	No
Hollister east of US-101 Interchange	6,500	14,300	No	7,100	14,300	No	5,400	14,300	No
Cathedral Oaks east of Fairview	9,500	30,100	No	11,000	30,100	No	11,000	30,100	No
Cathedral Oaks east of Los Carneros	9,200	14,300	No	10,500	14,300	No	10,200	14,300	No
Cathedral Oaks west of Glen Annie	9,700	14,300	No	11,000	14,300	No	11,500	14,300	No
Cathedral Oaks north of US-101 Interchange	2,000	14,300	No	2,500	14,300	No	2,300	14,300	No
Calle Real east of Los Carneros	8,000	14,300	No	11,400	14,300	No	11,900	14,300	No
Calle Real west of Glen Annie	9,100	30,100	No	9,100	30,100	No	11,900	30,100	No
Glen Annie north of US-101 Interchange	8,500	34,000	No	11,400	34,000	No	10,900	34,000	No
Storke south of US-101 Interchange	40,000	34,000	Yes	50,200	34,000	Yes	45,700	47,000	No*
Storke south of Whittier	15,800	14,300	Yes	18,300	14,300	Yes	17,700	34,000	No*
Los Carneros north of US-101 Interchange	12,200	34,000	No	17,200	34,000	No	14,900	34,000	No
Los Carneros south of US-101 Interchange	20,800	34,000	No	27,200	34,000	No	24,700	34,000	No
Los Carneros south of Hollister	20,500	14,300	Yes	25,400	14,300	Yes	23,600	34,000	No*
Fairview north of Calle Real	14,700	34,000	No	18,000	34,000	No	18,000	34,000	No
Fairview south of US-101 Interchange	25,000	34,000	No	31,300	34,000	No	30,200	34,000	No
Patterson south of US-101 Interchange	25,100	34,000	No	25,700	34,000	No	26,500	34,000	No

* Lane Capacity Improvement Location
ADT = Average Daily Traffic
LOS = Level of Service

7.2 GUIDING PRINCIPLES AND GOALS [GP/CP]

The purpose of the Transportation Element is to set forth the plan for a safe, efficient, and adequate transportation system for Goleta. To meet this purpose, the Transportation Element addresses the general transportation and circulation improvements needed to provide adequate capacity for future land uses as well as to resolve existing deficiencies. This element contains goals and policies to improve overall circulation in Goleta and ensure that future development is supported by appropriate transportation facilities. For vehicular transportation, the city's roadway network is classified in a hierarchical system based upon intended function and anticipated traffic levels, and appropriate design standards are specified for each type of roadway. Acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is closely linked with the regional system, the element supports regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also identified in this element to reduce dependency on the automobile and improve environmental quality.

The following guiding principles and goals, which are not in order of priority, provide the foundation for the Transportation Element. All policies set forth in subsequent sections of this element have been established to conform to the guiding principles and goals, and future actions of the City following adoption of the plan are required to be consistent.

1. Plan and provide transportation facilities and services in a manner that reinforces, rather than detracts from, the character of the community and its quality of life.
2. Ensure that transportation improvements are provided on a timely basis to support new development without reducing the LOS to unacceptable levels.
3. Create and maintain a cost-effective and efficient transportation network that meets the mobility needs of all users.
4. Provide a transportation system that increases choice for intra-city and regional travelers and limits or reduces congestion on city roads.
5. Create a convenient, safe, and well-maintained street network.
6. Create and maintain a balanced and diversified transportation system with choice of modes, including expanded bus transit, rail, bicycle, and pedestrian facilities, to manage congestion and improve mobility.
7. Improve connectivity between the various travel modes, including auto, bus, rail, bicycle, and pedestrian facilities.
8. Lessen future increases in individual auto travel, particularly during peak commute periods, by enabling mixed-use development, maintaining jobs-housing balance, and designating lands for higher density residential use in the Hollister Transit Corridor.
9. Guide future transportation investments in a manner that will increase safety, improve traffic flows, and reduce congestion on local roadways.

7.3 COASTAL ACT POLICIES [CP]

The Coastal Act policies set forth below are adopted as policies of this plan for those areas of Goleta within the California Coastal Zone. The numbers refer to sections of the California Public Resources Code. The Transportation Element maps show the location of the Coastal Zone boundary.

30252 The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation resources by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the Coastal Zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

7.4 CITY POLICIES

Policy TE 1: Integrated Multi-Modal Transportation System [GP/CP]

Objectives: *To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta's residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile and provide the facilities that will enable diversion of trips from automobiles to other modes. To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special-needs populations, and activities in the community.*

TE 1.1 **Alternative Modes. [GP/CP]** The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

TE 1.2 **Transportation and Land Use. [GP/CP]** The design of the City's transportation infrastructure and services, and investments in future improvements, shall be supportive of the land use plan set forth in the Land Use Element and responsive to the transportation impacts of development located in nearby areas outside the city boundary. The design of and improvements to Goleta's transportation system should accommodate not only existing conditions, but also projected growth based on the

Land Use Element of this plan and planned growth in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.

TE 1.3 Improved Connectivity in Street, Pedestrian, and Bikeway Systems. [GP/CP] In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of US-101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges.

TE 1.4 Multi-Use Street System. [GP/CP] The City shall emphasize geometric configurations for street and intersections that will readily accommodate transit vehicles and other travel modes as well as to improve traffic flows and turning movements for automobiles. These actions shall be balanced with safety considerations and the value the community places on not widening roads and intersections to the extent that roadways would be inconsistent with desired community character.

TE 1.5 Multimodal Transportation Center. [GP] The City supports consideration of a multimodal transportation center in the city to facilitate interconnection and transfers between express bus routes, automobile, bicycle and pedestrian circulation, and potentially commuter and other passenger rail services. While a proposed area in the vicinity of the current Amtrak terminal should be studied, alternative sites should also be explored; the ultimate location will depend on the results of such study.

TE 1.6 Development Review. [GP/CP] As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:

a. Preferential parking spaces for carpools.

b. Bicycle storage, parking spaces, and shower facilities for employees.

c. Bus turnouts and shelters at bus stops.

d. Other improvements as may be appropriate to the site.

TE 1.7 Prioritizing Improvements in Old Town Goleta. [GP] When considering transportation improvements such as sidewalk, roadway, and transit improvements, the City should prioritize improvements within or directly impacting residents and businesses in Old Town Goleta.

TE 1.8 Community Engagement. [GP] The City will seek community input on proposed transportation system improvements from impacted residents, community organizations, and local businesses to understand what transportation improvements would best support current and future needs of the community.

Policy TE 2: Transportation Demand Management [GP]

Objective: *To attempt to influence individual travel behavior, particularly by workers at larger-scale employers, to lower future increases in peak-hour commute trips and other trips by persons in single-occupant vehicles.*

TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP] The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following:

a. Increased telecommuting.
b. Establishment of flexible work schedules.
c. Provision of incentives for carpooling.
d. Provision of vanpools.
e. Car sharing/ride sharing.
f. Guaranteed ride home programs.
g. Safe routes to school programs.
h. Provision of pedestrian amenities.
i. Provision of bicycle facilities and amenities.
j. Bus pass programs for employees.
k. Public information and promotion of ridesharing.

TE 2.2 Land Use Strategies to Reduce Automobile Travel Demand. [GP] The City supports the following land use strategies, as provided in the Land Use and Housing Elements, which may enable greater reliance by commuters, shoppers, and others, on alternative modes of travel:

a. Live-work development, wherein residential units in some areas may be designed to include work spaces for the residents.
b. Mixed-use development on individual sites, whereby residential and non-residential uses are permitted in an integrated development project on a single site.
c. Mixed-use development within particular subareas of the city, whereby varying uses on separate parcels are located in close proximity to one another so as to enable walking and bicycling between residences, workplaces, and shopping areas. These sub-areas include, but are not limited to: Old Town, the Hollister Corridor, and the Calle Real-Fairview Avenue areas.
d. The provision of onsite commercial services for employees in new non-residential development, such as but not limited to cafeterias, childcare, financial services, convenience retail services, concierge services, and others as appropriate.
e. The provision of onsite or nearby employee housing within business parks, office and institutional uses, and other employment concentrations as appropriate, to encourage walking to work.

TE 2.3 **Diversion of Automobile Trips to Alternative Modes. [GP]** The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation system, and potentially commuter rail services, if the region should determine to pursue this option.

Old Town MTD Bus Stop

TE 2.4 **Employer-Based or Project-Based Transportation Management Plans. [GP]** When appropriate, the City may as a condition of approval require proposed larger-sized non-residential developments with 100 or more employees to prepare and adopt a Transportation Management Plan (TMP) and to maintain a designated Transportation Manager. The TMP shall establish quantified objectives for trip reduction and shall identify the specific measures that will be employed to accomplish trip reduction, including but not limited to the measures identified in TE 2.1. The Transportation Manager shall work with Santa Barbara County Association of Governments' (SBCAG) Traffic Solutions (the county's rideshare organization) and the City in developing, implementing, and monitoring the TDM measures and shall provide an annual report to the City on the status and effectiveness of the measures.

TE 2.5 **City of Goleta TDM Program. [GP]** The City shall establish a program that will provide measures or incentives to encourage reduction in vehicle trips, including commute trips, by its employees. These measures may include but are not limited to the actions identified in TE 2.1.

TE 2.6 **Reduction of School-Related Automobile Traffic. [GP]** The City encourages public and private schools to adopt TDM Plans and to implement trip reduction programs to reduce congestion on streets near schools caused by commuting students and staff. Potential measures include funding for safe routes to schools, encouraging MTD and other transit providers to offer free or reduced-cost bus passes for students and employees, increased funding of school buses, and others as appropriate.

Policy TE 3: Streets and Highways Plan and Standards [GP/CP]

Objective: *To provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents and businesses.*

TE 3.1 **Overall Street Plan. [GP/CP]** Figure 7-2 shows the traffic circulation plan for Goleta. The map classifies the city's street system by function and identifies major intersections that either have or may require signalization in the future. Future street improvements shall be consistent with the functional classifications designated in Figure 7-2.

TE 3.2 **Freeways. [GP/CP]** US-101 and SR-217 are designated as freeways for their entire length in Goleta, as shown in Figure 7-2. The rights-of-way for these routes are controlled and managed by the California Department of Transportation (Caltrans). The following policies and standards shall apply to roads designated as freeways:

a. Definition/function. A freeway is a four- or six-lane divided highway with full control of access by grade-separated interchanges at intersections. Freeways serve as the principal routes for the inter- and intrastate system of highways, carrying large volumes of high-speed traffic between regions, cities, major traffic generators, and points of interest. As the highest level of road facility, freeways are designed and managed to provide maximum service and safety for through traffic.

b. Design Standards. The following standards shall apply:

   1) The number of travel lanes may vary from two to three in each direction.

   2) Auxiliary lanes may be provided to allow easy access from one interchange to the next without the need for local traffic to merge into through-travel lanes.

   3) Interchanges shall provide for grade separation with cross-routes; priority in signalization at the intersection of ramps with the cross-route should be given to flow of traffic on the freeway.

c. Additional Travel Lanes. One additional travel lane in each direction from Fairview Avenue west to the planned new interchange at Cathedral Oaks/Hollister Avenue may be provided in the future to create six travel lanes along the entire length of US-101 within Goleta.

d. Interchange Improvements. Appropriate operational improvements may be provided at interchanges to assure maintenance of LOS standards and safety.

e. Landscaping. Freeway medians and rights-of-way shall be appropriately landscaped. The City supports landscaping improvements that will upgrade the visual quality of the freeway corridors.

f. Viewsheds. Improvements to the freeway system shall be provided in a way that will maintain existing views of the ocean and mountains to the greatest extent feasible.

g. Noise Buffers. Where warranted, noise buffers may be provided along the US-101 right-of-way to mitigate noise impacts on adjacent residential uses or other noise-sensitive land uses.

TE 3.3 Principal Arterials. [GP/CP] Routes designated as *principal arterials* are shown in Figure 7-2. The following criteria and standards shall apply to these streets:

Principal Arterial—Los Carneros Overpass

a. Definition/Function: *Principal arterials* are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.

b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:

   1) Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.

   2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.

   3) New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.

   4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.

   Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.

c. Design Standards. The following standards shall apply:

   1) A principal arterial may be a divided or an undivided multi-lane street, with or without center median.

   2) The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.

   3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.

4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.

5) Principal arterials shall include facilities to accommodate pedestrians and bicycles.

6) At a minimum, principal arterials shall include curbs, gutters, and sidewalks. Principal arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.

7) Parking may be provided in appropriate segments on either or both sides of the street. *(Amended by Reso. 19-01, 1/15/19)*

TE 3.4 Minor Arterials. [GP] Routes designated as *minor arterials* are shown in Figure 7-2. The following criteria and standards apply to these streets:

a. Definition/Function: Minor arterials serve as a secondary type of arterial street carrying local through traffic within communities, frequently providing access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. A minor arterial may connect different neighborhood areas within the city.

b. Design Standards: The following standards shall apply:

1) A minor arterial may be a divided or an undivided multi-lane street, with or without center median.

2) The number of through-travel lanes is usually one lane in each direction, although two lanes may be provided on particular segments, when warranted by traffic volumes.

3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.

4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the minor arterial rather than the cross-route, except where the cross-route is a major arterial.

5) Minor arterials shall include facilities to accommodate pedestrians and bicycles.

6) At a minimum, minor arterials shall include curbs, gutters, and sidewalks. Minor arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.

7) Parking may be required in appropriate segments on either or both sides of the street. *(Amended by Reso. 19-01, 1/15/19)*

TE 3.5 Major Collectors. [GP/CP] Routes designated as *major collectors* are shown in Figure 7-2. The following criteria and standards apply to these streets:

a. Definition/Function: Major collectors function to collect traffic from local streets and to carry that traffic to principal or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collectors are designed to provide access to local streets within residential and

commercial areas or to connect streets of higher classifications to permit adequate traffic circulation.

b. Design Standards: The following standards shall apply:

1) Collectors shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided streets.

2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials.

3) Intersections of collectors with cross-routes are provided at grade. Intersection controls shall give priority to traffic flow on the arterial rather than the collector.

4) Collectors shall include facilities to accommodate pedestrians and bicycles.

5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk.

6) Parking may be required in appropriate segments on either or both sides of the street. *(Amended by Reso. 19-01, 1/15/19)*

TE 3.6 Local Streets. [GP/CP] All streets not specifically designated in another category shall be classified as local streets as shown in Figure 7-2. The following criteria and standards apply to local streets:

a. Definition/Function. A local street provides access to abutting individual properties and links such properties and their uses to a collector or arterial. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.

b. Design Standards. The following standards shall apply:

1) Local streets shall be designed in a manner consistent with the character of the adjacent neighborhood and uses and any physical and environmental constraints.

2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes should be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan.

3) Local street standards should encourage residential access points to be located on the least traveled street wherever there is an option.

4) Parking may be required in appropriate segments on either or both sides of the street.

c. Other. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.

d. Traffic Calming. The City shall emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through traffic may be discouraged by a variety of methods, such as installation of traffic calming devices or setting lower speed limits, provided there is involvement and support from the immediate neighborhood. *(Amended by Reso. 19-01, 1/15/19)*

TE 3.7 Guidelines for Geometric Cross Sections. [GP/CP] The following guidelines shall apply to determinations of appropriate cross sections for particular street segments:

a. Travel lanes should have a typical width of 12 feet.

b. Turn lanes have a typical width of 11 feet.

c. The typical width for on-street parking is 8 feet.

d. Center medians, where required, typically have widths of 14 feet.

e. The typical width for a bike lane is 5 feet.

f. The typical width for a sidewalk is 6 feet in residential areas, with a greater width in commercial areas.

g. The typical width of a parkway or planting strip between curb and sidewalk is 6 feet.

TE 3.8 Truck Routes. [GP] Primary truck routes shall be limited to freeways and major and minor arterials within the city. The City may designate or prohibit use of particular streets by any commercial vehicle exceeding a maximum gross weight. However, any street so restricted may continue to be used by such vehicles for pickups and deliveries of goods, merchandise, or construction materials to any building or site located on the restricted route.

TE 3.9 Right-of-Way Dedications and Improvements. [GP/CP] Existing and future rights-of-way may vary along different segments of individual streets within a single functional classification, based upon the existing patterns of development along the various segments. The appropriate street cross section, frontage improvements, and right-of-way dedications shall be established by the City Engineer when imposing conditions of approval for development applications on abutting parcels. Dedications of right-of-way may be greater in locations where it is appropriate to secure space for utilities, street appurtenances, transit facilities, and landscaped areas.

Policy TE 4: Target Level of Service Standards [GP]

Objectives: *To maintain an adequate LOS on the city street system, including at intersections, to provide for the mobility needs of the community. To avoid further degradation of service levels at intersections where existing service levels do not meet target standards.*

TE 4.1 General Level of Service Standard. [GP] A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.

Storke and Hollister Intersection at the Camino Real Marketplace

TE 4.2 Modified Level of Service Standard for Specific Intersections at Planned Capacity. [GP] Any intersection or arterial link that is developed to the maximum permitted number of lanes (see Policy TE 3 and TE 6.5) shall be considered to be at "planned capacity," and the forecasted volume to capacity ratio with all planned transportation improvements, as shown in Table 7-1, shall be the applicable LOS standard. As of 2005, the

Storke-Hollister intersection was the only intersection in the city at "planned capacity," and the applicable volume to capacity standard is 0.89.

TABLE 7-3
LEVEL OF SERVICE AND V/C RATIO DESCRIPTIONS

LOS	Description of Operation	V/C Ratio
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at intersections is minimal.	< 0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61 – 0.70
C	Represents stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and long queues are experienced at intersections.	0.71 – 0.80
D	Congestion occurs, and a small change in volumes increases delays substantially.	0.81 – 0.90
E	Severe congestion occurs with extensive delays, and low travel speeds occur.	0.91 – 1.00
F	Characterizes arterial flow at extremely low speeds, and intersection congestion occurs with high delays and extensive queuing.	> 1.00
Note: LOS is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. Intersection capacity analysis evaluates the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions) based on corresponding Volume/Capacity (V/C) ratios shown in the table.		

TE 4.3 Deficiency Correction Plans. [GP] When the LOS for any intersection or arterial link at planned capacity falls below base year standards which are expressed in Table 7-1, the City shall require a Deficiency Plan to be prepared prior to approving any development that would further lower the LOS. The Deficiency Plan shall consider alternative transportation improvements, including alternative modes. Any improvements established in the adopted Deficiency Plan may be provided as

mitigation by new development or included in the impact fee system. The Deficiency Plan shall be prepared by the City or at the City's direction within 90 days of publication of a City-approved traffic report indicating degradation of service below base year standards which are expressed in Table 7-1. *(Amended by Reso. 08-30, 6/17/08)*

TE 4.4 Level of Service Analysis Methodology. [GP] The City Engineer shall develop appropriate standards and methods for determining the LOS at intersections and road links, including unsignalized intersections. These methods may include the Intersection Capacity Utilization and the Caltrans Highway Capacity Manual methodologies, or other appropriate methods.

TE 4.5 Traffic Improvement Master Plan. [GP] The City shall prepare and maintain a master plan for street system improvements necessary to accommodate future growth allowed by the Land Use Element and to maintain acceptable levels of service. The initial plan shall include the major improvements specified in Policy TE 5, as well as any additional improvements determined to be appropriate.

TE 4.6 LOS Effects of Future Land Use Plan Amendments. [GP] Any amendment to the Land Use Element that would increase impacts on arterials and intersections at ultimate capacity shall include the development and implementation of transportation measures that would not reduce the LOS (increase the traffic volume to roadway capacity [v/c] ratio) of these facilities.

Policy TE 5: Planned Street and Road Improvements [GP/CP]

Objective: *To identify and describe the major future improvements to the street and highway system that will be needed to accommodate the forecasted future traffic volumes, based upon the Land Use Plan, at acceptable levels of service.*

TE 5.1 General. [GP/CP] Proposed major street and highway improvements are shown in Figure 7-3 and Table 7-4. Major proposed improvements are deemed necessary to maintain the City's LOS standards as set forth in this plan. Additional recommended improvements may be appropriate in the long term and are desirable to enhance Goleta's circulation system, but are not necessary to maintain LOS standards. Specific improvements will be implemented as conditions require and funding is available. The design of specific improvement projects will be determined as each project is implemented.

TE 5.2 Replacement of the Cathedral Oaks/Hollister Interchange. [GP/CP] The major planned projects include replacement of the Cathedral Oaks/Hollister interchange with US-101 due to deterioration of the existing overpass structure caused by reactive aggregates in the original construction. The new interchange will be relocated slightly to the east to align directly with Cathedral Oaks Road and Hollister Avenue. The new overpass structure shall include provisions for bicycles and pedestrians.

TE 5.3 Ekwill–Fowler–South Kellogg Improvements. [GP/CP] This planned major project includes construction of new segments of Ekwill Street and Fowler Street to connect these streets in a direct alignment with Fairview Avenue and with a southern extension of South Kellogg Avenue, which extends north to Hollister Avenue at its interchange with SR-217. The intent of this project is to more efficiently collect

existing and future traffic from the southern portion of the Old Town area and from the Santa Barbara Airport, and to divert a portion of trips having origins or destinations in this area away from a congested segment of Hollister Avenue in Old Town between Fairview Avenue and SR-217. Related purposes of this project are to improve safety for bicyclists and pedestrians along Hollister Avenue in Old Town and to help facilitate revitalization efforts in the Goleta Old Town Redevelopment Project Area.

TE 5.4 Hollister Avenue (Old Town) Redesign Improvements. [GP] This major project is intended to provide substantial operational improvements along Hollister Avenue in the central Old Town area between Fairview Avenue and the SR 217 interchange. The purposes include improvement of traffic flow, improved facilities for bicyclists and pedestrians, and improved safety at intersections. A related intent is to help facilitate revitalization efforts in the Goleta Old town Redevelopment Project Area.

TE 5.5 New US-101 Freeway Crossings. [GP] Two planned major projects are new grade-separated freeway crossings without interchanges at US-101, to link northern and southern portions of Goleta. The planned new crossings are intended to connect Calle Real with Hollister Avenue, generally at Ellwood Station Road in western Goleta and at La Patera Road in the central Hollister area. The effect of these projects is to create alternative routes that will divert vehicle trips away from existing heavily used cross-routes with freeway interchanges. The purpose is to reduce congestion and improve LOS on these routes, particularly at the freeway ramps and

TABLE 7-4
MAJOR PLANNED STREET AND HIGHWAY IMPROVEMENT PROJECTS

Map No. (Figure 7-3)	Name of Improvement	Sources of Funding			
		City Impact Fees	RDA	State and Federal	Other*
1	Replace Cathedral Oaks/Hollister interchange	X		X	X
2	Ekwill–Fowler–South Kellogg improvements	X	X	X	X
3	Hollister Avenue/Old Town redesign improvements	X	X	X	X
4	New vehicular crossing at US-101 and Ellwood Station Road	X		X	X
5	New vehicular crossing at US-101 and La Patera Road	X		X	X
6	Street frontage improvements (w. Hollister, s. Fairview)	X		X	X
7	Phelps Road connector	X		X	X
8	Reconstruct Los Carneros overpass	X		X	X
9	Overpass Road extension to Hollister Avenue	X	X		X
10	Improvements at various key intersections to improve LOS	X	X	X	X
11	Add lane in each direction on US-101 West of Fairview Avenue	X		X	X
12	Storke Road Capacity Improvements—Storke Road from Hollister Avenue to US-101	X		X	X

Map No. (Figure 7-3)	Name of Improvement	Sources of Funding			
		City Impact Fees	RDA	State and Federal	Other*
	(widening and/or lane reconfiguration				
13	Storke Road Capacity Improvements—Storke Road south of Whittier Drive to the southern city limit	X		X	X
14	Los Carneros Road Capacity Improvements—Los Carneros Road south of Hollister Avenue to the southern City limit	X		X	X
* Includes, but not limited to, Measure D funds, traffic mitigation funds from other jurisdictions, and City general funds					

at the intersections with Hollister Avenue and Calle Real. These projects will assist with congestion relief on two cross routes, Storke Road and Los Carneros Road, which provide access to and from UCSB, and will help mitigate future increases in traffic associated with development in Goleta and growth at the university. The precise alignments and design of the new freeway crossings will be determined by specific studies in the future.

TE 5.6 Extension of Overpass Road. [GP] The Overpass Road Extension Project is designed to connect the existing Overpass Road with Hollister Avenue at a new signalized intersection. The primary purpose of this major project is to accommodate traffic generated by planned residential development along the route extension. The project will also help reduce congestion at the Overpass Road/Patterson Avenue and the Patterson Avenue/Hollister Avenue intersections by diverting some westbound vehicle trips to the new route. This project is also located within the Goleta Old Town Redevelopment Project Area.

TE 5.7 Connection of Phelps Road. [GP/CP] This planned project will provide a connection between the present eastern terminus of Phelps Road and Los Carneros Road to the east, aligning with the intersection of Mesa Road and Los Carneros Road. The purpose of this project is to improve LOS on Hollister Avenue, Storke Road, Los Carneros Road, and El Colegio Road by enabling traffic between western Goleta and UCSB to utilize a direct alternative route to these roads. This project will also assist with reducing future congestion at the Storke Road/Hollister Avenue intersection.

TE 5.8 Reconstruction of Los Carneros Bridge Over the Union Pacific Railroad Tracks. [GP] The major planned projects include replacement of the Los Carneros Road bridge over the UPRR tracks, which is needed due to deterioration of the existing bridge structure caused by reactive aggregates in the original construction. The new bridge structure shall include provisions for improved level-of-service at the Los Carneros/US-101 southbound ramp intersection and the accommodation of bicycles and pedestrians.

TE 5.9 Street Frontage Improvements. [GP/CP] These projects are intended to provide substantial operational improvements along South Fairview Avenue and the western segment of Hollister Avenue. The purposes include improvement of traffic flow, better facilities for bicyclists and pedestrians, and increased safety at intersections. A

particular intent for the South Fairview Avenue improvement is to help accommodate future increases in auto travel associated with terminal expansion and growth in scheduled air carrier services at the Santa Barbara Municipal Airport.

TE 5.10 Major Intersection Improvements. [GP/CP] Improvements may be made to key intersections identified in Figure 7-3 to increase capacity and improve LOS when warranted as a result of future increases in traffic. Such improvements may include installation of controls such as stop signs or traffic signals, changes in signal timing, addition of through-travel lanes and/or dedicated turn lanes (except where limited by TE 6.5), construction of islands and/or other improvements for pedestrians, and other improvements as determined to be appropriate. Maintaining pedestrian safety and compatibility of the scale of improvements with neighborhood character shall be primary considerations in determining the appropriate improvements at individual intersections.

TE 5.11 Additional Lanes on US-101 West of Fairview Avenue. [GP/CP] This major project, identified as #11 in Figure 7-3, includes the addition of one travel lane in each direction on US-101 from Fairview Avenue west to the new interchange at Cathedral Oaks Road/Hollister Avenue. This improvement will reduce constraints created by high traffic volumes on US-101 and allow diversions of traffic from city streets to the freeway, thereby contributing to improved LOS on local streets.

TE 5.12 Storke Road Capacity Improvements—Hollister to US-101. [GP] This project, identified as #12 in Figure 7-3, includes the addition of up to one lane in each direction on Storke Road from Hollister Avenue to US-101. This would be accomplished by widening the roadway and/or reconfiguring the existing turn lane.

TE 5.13 Storke Road Capacity Improvements—Whittier to Southern City Limits. [GP/CP] This project, identified as #13 in Figure 7-3, includes the addition of up to one lane in each direction on Storke Road south of Whittier Drive to the southern city limit. This would be accomplished by widening the roadway and/or reconfiguring the existing travel lanes.

TE 5.14 Los Carneros Road Capacity Improvements. [GP] This project, identified as #14 in Figure 7-3, includes the addition of one lane in each direction on Los Carneros south of Hollister Avenue to the southern City limit.

TE 5.15 Other Improvements. [GP] In addition to the major street improvement projects described herein, additional minor improvements to the City's street network may be undertaken in the future to respond to changing traffic conditions.

TE 5.16 Traffic Monitoring. [GP] The City shall periodically monitor traffic conditions over time on an as-needed basis. Based on such evaluations, the City shall identify any additional traffic improvements to achieve the target LOS, reduce congestion, and address safety concerns.

TE 5.17 Periodic Update of Major Improvements. [GP] As conditions change, planned major roadway improvements may be identified through the annual General Plan Review and status report process required by California Government Code Section 65500. Amendment of the General Plan shall be required for any substantial change to the major projects identified in this policy.

TE 5.18 Timing of Roadway Improvements. [GP] Roadway improvements shall be periodically prioritized to be correlated with impacts caused by new development, to reflect the degree of need for mitigation, and to reflect future changes in congestion and/or LOS. The timing of construction of planned major improvements will also be affected by the availability of funding.

Policy TE 6: Street Design and Streetscape Character [GP]

Objectives: *To ensure that the standards used for the design and development of new roadways and improvements to existing roadways reflect and support the character of adjacent development. To create streetscapes that will enhance neighborhood quality.*

TE 6.1 Overall Factors to Guide Development of Street Standards. [GP] The following guidelines shall be used to develop specific standards for streets and roadways within the city:

a. The city street system shall be planned, designed, and developed to support the safe and efficient movement of people, goods, and services.

b. Standards shall assure that the street system is developed in a manner consistent with adjacent planned land use and neighborhood quality and character.

c. Standards shall minimize conflicts between through traffic and local traffic.

d. Standards shall be consistent with physical and environmental limitations of the area traversed by a street and the designated function of the street.

e. Standards shall reflect a reasonable balance between initial expense and long-term operations and maintenance costs.

TE 6.2 Component Features Included in Street Standards. [GP] The City Engineer will develop specific geometric and other design standards for street infrastructure that will safely accommodate facilities and services that include but are not limited to those listed below:

a. A number of travel lanes consistent with neighborhood character, the functional classification of the roadway, and forecasted traffic volumes.

b. Accommodation of emergency and service vehicles, including garbage collection and recycling services.

c. Sidewalks or other facilities for pedestrians.

d. Bicycle lanes or other appropriate facilities for bicycles, where shown on the Bikeways Plan Map.

Intersection of Fairview and Calle Real

e. On-street parking in appropriate locations.

f. Public transportation facilities such as bus turnouts and shelters.

g. Drainage improvements and other utilities.

h. Landscaping, landscaped medians, planting strips, and street trees.

i. Street lighting consistent with neighborhood character and safety considerations.

j. Provisions for mail boxes.

k. Informational and traffic control signs.

The appropriate width of the rights-of-way for individual street segments will be based upon the existing conditions and constraints along each segment (see also TE 3.9).

TE 6.3 **Drainage. [GP]** New transportation facilities should be designed in a manner that minimizes impacts on natural drainage patterns and protects water quality while accommodating transportation needs.

TE 6.4 **Streetscape Amenities. [GP]** Street design standards should incorporate appropriate pedestrian and neighborhood-enhancing elements in roadway design based on the density of development and the type of roadway. These elements may include wider sidewalks, separated sidewalks, planting strips, landscaped medians, benches, street trees and other shading structures, and pedestrian-oriented streetlights.

TE 6.5 **Limitation on Expansion of Intersections. [GP]** No city intersection, excluding freeway ramps and the Storke/Hollister intersection, shall exceed a total of seven lanes on any leg including through-travel lanes and turn lanes, even if this requirement reduces the LOS below the target LOS set forth in Subpolicies TE 4.1 and TE 4.2. *(Amended by Reso. 08-30, 6/17/08)*

TE 6.6 **Street Trees and Landscaping Guidelines. [GP]** The City shall develop a street tree guide for selecting appropriate tree species for landscaped and median strips, sidewalks, and other landscaped right-of-way areas.

TE 6.7 **Widths of Paved Surfaces. [GP]** New rights of way and access easements should be paved to the smallest dimension necessary to accommodate their designed function (including emergency access) and to maintain the character of the neighborhood.

TE 6.8 **Street Lighting. [GP]** Street lighting shall be provided in keeping with neighborhood character and consistent with the policies of the Conservation Element, based upon the following criteria:

a. Enhancement of pedestrian and vehicular safety.

b. Existing and projected traffic volumes.

c. Location of school or transit stops.

d. Proximity to higher-intensity land uses.

e. Proximity to nearest intersection.

f. Proximity to residences.

g. Other relevant state, federal, local, or utility design requirements.

Policy TE 7: Public Transit (Bus Transportation) [GP/CP]

Objectives: *To support the efforts by MTD and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips on area roadways.*

TE 7.1 **Transit Network. [GP/CP]** The existing (2005) bus route network is shown in Figure 7-4, along with certain proposed future facility improvements. The City supports efforts by MTD and other transit providers to develop and maintain equitable, convenient, efficient, and reliable bus transit services in the city and in the Goleta Valley area.

Bus Transit

TE 7.2 **Linkage between Transit Services and Land Use. [GP/CP]** The City shall work with MTD and other transit providers to ensure that local transit routes within the city offer equitable, convenient, reliable, and efficient service to meet the needs of the following uses:

a. Goleta Valley Cottage Hospital and other medical facilities.

b. Schools, (especially high schools and middle schools), but also including day care and after-school programs.

c. UCSB.

d. Local public services, including City Hall, Goleta Community Center, and the Goleta Public Library.

e. Retail commercial centers, especially ones with grocery stores, including the Hollister Corridor and the Calle Real commercial areas.

f. Employment centers along the central Hollister Corridor area.

g. Existing and planned higher density residential areas near the Hollister Corridor.

h. Community, recreation, and cultural centers.

i. Larger community parks, particularly those with sports fields, and open space areas.

j. Residential uses in Old Town.

TE 7.3 **Intermodal Transportation Center/Bus Transfer Areas. [GP]** Figure 7-4 identifies areas where transit routes converge and where there are significant opportunities for transfer from one route to another. Two bus transfer locations are identified: (1) Hollister Avenue in Old Town and (2) adjacent to the Camino Real Marketplace. The City, MTD, and other transit providers should identify and plan for facilities in these areas to facilitate and accommodate such transfers. In addition to these designated areas the City shall also consider potential opportunities for park-and-ride facilities, especially any opportunities that offer shared parking facilities with other uses. The public transportation plan map in Figure 7-4 also designates a generalized location for an intermodal transportation center near the existing Amtrak station. The purpose of the transportation center would be to provide a convenient and safe hub for transfers between bus, shuttle, train, automobile, bicycle, and pedestrian modes. The specific site selected for a transportation center should allow convenient and safe drop-off and pick-up areas without adversely affecting surrounding traffic flows.

TE 7.4 **Regional and Express Commuter Bus Service. [GP]** Express routes, which are generally long-haul routes with segments on US-101 and SR-217 and fewer stops than other types of routes, are designed to serve longer-distance commuters to employment centers. Existing regional and express/commuter bus routes as of 2005 are shown in Figure 7-4. The City supports efforts by providers to expand routes to better serve employment centers in the city and to increase the frequency of service along existing regional express and commuter bus routes linking employment centers in the Goleta and UCSB areas with Ventura County, Santa Barbara, the Buellton–Santa Ynez Valley area, and the Lompoc and Santa Maria areas. Regional commuter service routes are operated by Clean Air Express, VISTA, and MTD.

TE 7.5 **Local Commuter Bus Service. [GP]** These routes tend to traverse intermediate distances, have more bus stops and greater frequency of service, and connect local residential areas with large-scale employment centers such as UCSB and the mid-Hollister corridor. Existing local commute bus routes are shown in Figure 7-4. The City supports efforts by MTD and other transit providers to improve local commute service by appropriate adjustments to routing, scheduling, and frequency of service.

TE 7.6 **Other Local Bus Service. [GP]** Local bus routes generally traverse shorter distances and are characterized by more closely spaced and frequent stops than express and commute-oriented routes. Local routes generally serve trips to non-workplace destinations throughout the day, as well as serving some commuters. Existing local bus service routes as of 2005 are shown in Figure 7-4.

TE 7.7 **Shuttle Bus Service. [GP]** Shuttle routes, which may employ smaller transit vehicles, generally serve a limited area with frequent headways, and generally are appropriate within and/or between high-intensity commercial areas and large employment centers, such as UCSB. The locations of existing fixed-route shuttle bus services as of 2005 are shown in Figure 7-4. The City supports expansions of shuttle services when such expansions are shown to satisfy a significant unmet need and when they are cost effective.

TE 7.8 **Hollister Avenue Transit Corridor. [GP]** Hollister Avenue from the eastern city boundary west to Pacific Oaks Road is designated as the Hollister Avenue Transit Corridor. The public transportation map in Figure 7-4 illustrates that the highest concentration of transit routes and greatest frequency of service occur in this area.

The land areas along this corridor include existing and planned future retail commercial and employment centers as well as higher-density housing. These higher-intensity uses are transit oriented; the City supports efforts by MTD and other providers to expand express and local bus services along this corridor as ridership levels warrant.

TE 7.9 **Paratransit Services. [GP]** The City encourages the development and/or maintenance of a full array of on-demand public transportation services to serve the Goleta area. Such services could include Easy-Lift, dial-a-ride, fixed-route van service, and taxi cab services to meet the needs of persons with special requirements and neighborhoods that do not produce sufficient transit ridership levels to warrant scheduled bus route services.

TE 7.10 **UCSB Bus Service Programs. [GP]** The City encourages programs by UCSB to promote bus use by students, faculty, and staff. These efforts should include free or discounted monthly bus passes, funding of shuttle bus services, funding of express bus services, automobile sharing, ridesharing, appropriate pricing of on-campus parking, parking management policies, and other activities.

TE 7.11 **Other Bus Transportation Providers. [GP]** The City supports efforts to provide scheduled bus service to particular external destinations, such as the Santa Barbara Airbus to Los Angeles International Airport and the shuttle buses operated by the Chumash Casino to carry employees and customers to its facility in Santa Ynez. Scheduled or demand-responsive bus or van service by large employers (such as UCSB and Raytheon) for their workers is encouraged.

TE 7.12 **Transit Amenities in New Development. [GP/CP]** The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.

TE 7.13 **Assessments of Transit Needs. [GP]** The City encourages continuous efforts to monitor, evaluate, and adjust bus services to respond to changing conditions in order to meet, in a cost-effective manner, the transit needs of specific population groups, including but not limited to commuters, elderly persons, students and youth, persons with disabilities, persons with limited economic means, residents of specific neighborhoods, and employers.

Policy TE 8: Rail Transportation [GP]

Objective: *To accommodate commuter-oriented rail passenger service along the UPRR corridor that would serve employment centers in Goleta and UCSB, in the event that the region determines to pursue this option to accommodate long-distance work trips between Ventura County and Goleta.*

TE 8.1 **Commuter Rail Service. [GP]** If the region should determine that it is cost effective to implement commuter rail service along the UPRR corridor, the City shall consider

new facilities, such as (but not limited to) track sidings or a turnaround, as may be appropriate to accommodate the service. Any improvements should be limited to areas within the existing railroad right-of-way to the extent feasible.

TE 8.2 **Rail Terminal. [GP]** Figure 7-4 identifies the location of the existing Amtrak terminal as of 2005. The City, in cooperation with Amtrak and any future commuter rail service provider, should actively explore and promote the development of an expanded multimodal transportation center that includes a rail station in the city as referenced in TE 7.3. As of 2005, facilities were limited to a passenger platform. The City supports regional funding and construction of a terminal facility that includes a building with an indoor waiting area, ticketing, information kiosks, restrooms, and other appropriate amenities; parking; and drop-off and pick-up areas. Small-scale ancillary commercial services, such as a small restaurant, may also be permitted as integral to the terminal facility.

TE 8.3 **Coordination of Bus Service with Commuter Rail. [GP]** If the region should determine to implement commuter rail service along the UPRR corridor, the City encourages MTD, private providers, and/or employers to consider scheduled and/or demand-responsive shuttle bus service between the train station and local employment centers, including but not limited to UCSB.

TE 8.4 **Linkage of Land Use With Potential Commuter Rail. [GP]** The land-use plan map designates land areas along and near the railroad corridor in the mid-Hollister area for business park and medium-density multi-family residential development. It is the intent that these higher-intensity uses support and not prevent potential passenger rail service as well as support existing and potential expanded bus commute services along the Hollister Corridor.

TE 8.5 **Amtrak and Caltrans-Supported Passenger Rail Services. [GP]** The City encourages that existing Amtrak services and Caltrans-supported passenger rail services be maintained, with expansion or increased frequency of service when warranted by ridership levels.

Union Pacific Railroad

TE 8.6 **Rail Freight Transportation. [GP]** The existing rail line accommodates both freight and Amtrak passenger services. It is the intent of this plan that any future improvements for expanded passenger services provide for safe joint use of the facilities in a manner that will not interfere with rail freight operations.

TE 8.7 **Retention of Railroad Right-of-Way. [GP]** In the event that any portion of the existing railroad right-of-way is proposed to be abandoned by UPRR in the future, the City supports efforts to secure an ownership interest by a regional or local entity. The intent shall be to reserve the right-of-way for future use, including but not limited

to commuter rail service, park-and-ride lots, or other appropriate transportation facilities.

Policy TE 9: Parking [GP/CP]

Objectives: *To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods.*

TE 9.1 Off-Street Parking. [GP/CP] The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.

TE 9.2 Adequacy of Parking Supply in Proposed Development. [GP/CP] The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.

TE 9.3 Parking in Residential Neighborhoods. [GP/CP] Any proposed new or expanded use in residential areas shall provide adequate onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas. The existing supply of on-street parking spaces shall be preserved to the maximum extent feasible. Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.

TE 9.4 Parking within Commercial and Industrial Areas. [GP/CP] The following standards shall apply to parking within nonresidential areas:

a. An adequate number and appropriate type of parking spaces shall be provided on site for new development or changes of use in commercial, business park, and other industrial areas.

b. Supplemental satellite parking facilities are encouraged for large employers to prevent spillover parking into neighboring areas.

c. In determining the adequacy of proposed parking for new or substantially modified development, the City may consider proximity to transit facilities and the provisions of a TMP where it is demonstrated that the plan's measures will sufficiently reduce the demand for onsite parking.

d. Conditions of approval for large nonresidential projects may include a requirement to prepare a TMP that includes monitoring of parking lot utilization and measures that will be implemented if the event that the supply of onsite parking spaces is inadequate.

e. Provision of large amounts of excess parking is discouraged, except that surplus landscaped areas may be identified and reserved for future expansion of parking areas if warranted by future conditions.

f. Compact parking spaces and 90-degree parking stalls are discouraged in parking lots serving high-turnover uses, such as (but not limited to) retail commercial centers.

TE 9.5 Parking Lot Design. [GP] Design standards applicable to retail, commercial, business parks, and parking lots are set forth in the Visual and Historic Resources Element Subpolicies VH 4.5, 4.7, and 4.11. In addition, the following standards and criteria shall apply to parking lots of three or more spaces:

a. Parking lot design shall provide that all individual spaces are clearly delineated and have easy ingress and egress by vehicles.

b. Proposals that include compact parking spaces shall be subject to discretionary approval by the City, and the number of compact parking spaces shall not exceed 20 percent of the total; parking spaces for oversized vehicles shall be included when appropriate.

c. Access driveways and aisles shall have adequate geometrics, and the layout shall be clear, functional, and well organized.

d. Pedestrian walkways between the parking area and the street, main entrance, and transit stops should be protected by landscaped or other buffers to the extent feasible.

e. The visual impact of large expanses of parking lots shall be reduced by appropriate response to the design standards set forth in the Visual and Historic Resources Element's Policy VH 4.

TE 9.6 Old Town Parking. [GP] The following criteria and standards shall apply to parking in the Goleta Old Town area:

a. As part of the Old Town Redevelopment program, the City shall develop a parking plan that supports the goals of the *Goleta Old Town Revitalization Plan*.

b. Where practical and feasible, on-street parking shall be used to create a buffer between pedestrians and vehicle traffic, reduce the speed of traffic, and provide for needed short-term parking.

c. The City may consider establishing a program whereby new development could be allowed to pay a fee in lieu of providing all or a portion of the required onsite parking. Such fee receipts, supplemented if appropriate with RDA funding, shall be used exclusively to acquire land and/or construct or improve one or more off-street parking facilities.

d. Any proposed parking structures shall be compatible with the surrounding area in terms of size, bulk, scale, and design. Commercial space shall be incorporated in the structure along the street and sidewalk frontage.

TE 9.7 Shared (Joint Use) Parking. [GP/CP] The City's new Zoning Code shall include provisions to allow consideration and approval of proposals for shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours. The intent shall be to promote efficient use of parking areas and to reduce the amount of paved or impervious surfaces.

Policy TE 10: Pedestrian Circulation [GP]

Objective: *To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.*

TE 10.1 Pedestrian System Map. [GP] Figure 7-5 depicts the various locations that are planned to serve as pedestrian pathways, including sidewalks within public street rights-of-way, trails, parks, open spaces, and beaches. The map identifies locations of proposed improvements to the pedestrian circulation system, particularly where there are missing links in the existing system as of 2005.

TE 10.2 Master Plan for Pedestrian Facilities. [GP] The City will continue to implement the Bicycle and Pedestrian Master Plan, as may be amended or replaced over time. The Bicycle and Pedestrian Master Plan includes goals, policies, and actions to support pedestrian circulation within the City.

TE 10.3 Design Criteria for Pedestrian Facilities. [GP] The City shall establish guidelines for pedestrian walkways, including but not limited to widths and other geometrics, street corners, types of materials, street crossings, and other features as appropriate. Such standards may be included in the Master Plan for Pedestrian Circulation.

TE 10.4 Pedestrian Facilities in New Development. [GP] Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.

TE 10.5 Pedestrian Safety. [GP] The City should work with community groups and residents to address pedestrian safety concerns, especially in Old Town. The City shall consider measures to improve pedestrian safety, including but not limited to the following:

a. Heightened visibility for crosswalks.

b. Traffic controls.

c. Expanded enforcement of pedestrian right-of-way laws.

d. Adjustments to signal timing.

e. Appropriate signage for pedestrians and motorists.

f. Prevention of obstruction of pedestrian circulation by temporary advertising signs, merchandise displays, tree roots, illegally dumped materials, and other types of obstacles.

g. Improved lighting at intersections and at other locations along the pedestrian circulation network.

h. Incorporation of appropriate pedestrian safety measures, such as islands, in intersection designs.

i. Cooperation with school districts to create safe routes to schools through provision of crossing guards, sidewalks, curb extensions to reduce crossing length, high-visibility crosswalk markings, signage, trails, separated pathways, or other appropriate means.

TE 10.6 Study of Grade-Separated Pedestrian Crossing of US-101 in Old Town. [GP] The City shall, in cooperation with Caltrans and other appropriate agencies, undertake a study of the feasibility of constructing a grade-separated crossing of US-101 in the Old Town area to serve pedestrians and bicyclists. The study shall evaluate potential alignments, right-of-way requirements, design alternatives, construction costs, and potential funding sources.

Policy TE 11: Bikeways Plan [GP]

Objective: *To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.*

TE 11.1 Bikeways Plan Map. [GP] Figure 7-6 identifies the locations of planned Class I, II, and III dedicated bike paths and local streets that are intended to serve as bike routes. The bikeways plan is intended to establish a safe, interconnected system of bikeways that is linked to walkways and trails to meet existing and anticipated mobility needs of residents for nonmotorized transportation. The plan includes links with existing and proposed bicycle routes in adjacent jurisdictions to interconnect with the regional system of facilities.

TE 11.2 Bicycle Transportation Plan. [GP] The City will continue to implement the Bicycle and Pedestrian Master Plan, as may be amended or replaced over time. The Bicycle and Pedestrian Master Plan includes goals, policies, and actions to support bicycle circulation within the City. The Plan shall be regularly reviewed and updated to respond to changing conditions and needs. Any future changes shall be incorporated into the map in Figure 7-6 during periodic updates or amendments to the General Plan.

TE 11.3 Design Guidelines. [GP] The City shall formulate design guidelines that establish standards for construction and maintenance of bikeways. Bikeways should be constructed on both sides of the street and incorporated into roadway and bridge projects located along planned bicycle routes. Where space allows, Class I bicycle

lanes shall be the development priority over Class II and III lanes. Existing bike lanes shall not be removed to add traffic lanes unless bike lanes of the same or higher classification will be replaced as part of the roadway improvements.

TE 11.4 Facilities in New Development. [GP] Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.

TE 11.5 Bicyclist Safety. [GP] The City supports programs to increase public awareness of bicycle safety. The City should work with SBCAG Traffic Solutions and other appropriate regional entities and community groups and residents to provide information to motorists and bicyclists regarding maps of bike path locations, safe routes, and increased signage to alert others of the presence of bicycles. Amenities along bikeways such as directional signage, water fountains, bike parking, and lighting should be appropriately placed to allow adequate passage. The City should work with Caltrans to reduce barriers to US-101 crossings. In addition, the City encourages bicyclists to take responsibility for their own safety by such measures as bicycle lights and wearing light and/or reflective clothing.

Policy TE 12: Transportation Systems Management [GP]

Objective: *To establish operational controls that will manage the street network in a manner that will efficiently and safely utilize the existing limited capacity consistent with protection of the surrounding neighborhood.*

TE 12.1 General. [GP] The City shall pursue actions that will maximize the function, efficiency, and safety of the local street circulation system while minimizing environmental impacts by observing the following general guidelines:

a. Control the location and spacing of driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns (especially along designated arterials).

b. Discourage commercial and through traffic on local access streets.

c. Designate special routes for through truck traffic and for transport of hazardous materials.

d. Encourage through-trip travel only on designated arterials.

e. Place high priority on the access needs of public safety vehicles, especially in emergency situations.

TE 12.2 Efficient Utilization of Transportation Facilities. [GP] As a nearly built-out city, most of the major elements of Goleta's transportation system are already in place. Consequently, a necessary priority in the future will be on making relatively minor improvements designed to achieve modest increases in capacity and to maximize efficient utilization of existing transportation facilities. These operational and safety improvements may include the following:

a. Intersection improvements, such as construction of turn lanes and installation of traffic controls.

b. Adjustments of signal timing to improve traffic flows, including installation of coordinated signal systems on arterials.

c. Provision of continuous dual left-turn lanes.

d. Reconfiguration of street geometrics.

e. Provision of landscaped center medians.

f. Improved sidewalks and street crossings for pedestrians.

g. Use of roundabouts or traffic circles instead of other intersection controls.

h. Other transportation systems management measures as may be appropriate.

TE 12.3 Neighborhood Traffic Management. [GP] It is the intent of the City to protect residential neighborhoods from the effects of traffic from outside the neighborhood. Neighborhood Traffic Management Programs (NTMPs) may be developed to respond to problems or issues in a consistent and methodical approach. Generally the purpose of NTMPs is to reduce vehicle speeds where appropriate and to control traffic volumes on local streets. Each NTMP shall be a two-phase program, with the first phase involving education and neighborhood participation to determine whether there is support for potential measures to manage neighborhood traffic. The second phase shall involve, where appropriate and cost effective, installation of restrictive physical devices to manage traffic and improve safety. Neighborhood residents and businesses should be invited to participate in the program so that they can evaluate the benefits and tradeoffs of various measures and be involved in the decision-making process. Generally passive traffic management measures should be evaluated for effectiveness prior to considering installation of restrictive measures.

TE 12.4 Street Maintenance and Pavement Management Program. [GP] Street maintenance and safety improvements on Goleta's existing roadways shall be a priority. The City's Pavement Management System, which models future changes in the condition of paved street surfaces, shall be used to identify and prioritize street maintenance, rehabilitation, and repair projects for inclusion in the City's capital improvements program.

TE 12.5 Intelligent Transportation Systems. [GP] The City shall work with appropriate agencies to implement "Intelligent Transportation Systems" when appropriate. These measures may include but are not limited to the following:

a. Variable message signs and real-time traffic monitoring video cameras along US-101.

b. Real-time transit kiosks and information displays at major transit stops.

c. Web-based trip planners to assist public transit users in transit trip planning.

Policy TE 13: Mitigating Traffic Impacts of Development [GP]

Objective: *To ensure that new development is supported by adequate capacities in transportation systems, including city streets and roads, without reducing the quality of services to existing residents, commuters, and other users of the city street system.*

TE 13.1 Traffic Studies for Development Proposals. [GP] Future development in Goleta will cause added burdens on the transportation system. Traffic analyses and reports shall be required for development proposals which the City Engineer and Planning Director determine may have effects on the local street system, including but not limited to possible degradation of service levels, potential creation of safety hazards, potential adverse effects on local neighborhood streets, or other substantial transportation concerns. When required by the City, traffic studies shall be performed by a qualified transportation engineer under a contract with the City. The costs of the traffic study, including costs of City staff time, shall be the responsibility of the project applicant.

TE 13.2 Content of Traffic Studies. [GP] The City shall develop technical standards for the preparation of traffic studies for development projects and for the content of traffic study reports.

TE 13.3 Maintenance of LOS Standards. [GP] New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development:

a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or

b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and

c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.

TE 13.4 Options If Traffic Mitigations Are Not Fully Funded. [GP] If the transportation capital improvements needed to maintain adopted transportation LOS standards are not able to be funded, then the City shall take one or more of the following four actions:

a. Phase or delay development until such time that adequate fiscal resources can be provided to build the necessary facilities transportation improvements (or to include them in the impact fee system).

b. Require the developer to construct the necessary transportation system improvements, with a reimbursement agreement that uses future payments of impact fees by other projects.

c. Reduce the scope of the development to reduce the traffic generation below the thresholds set in Policy TE 4.

d. Require the developer to identify alternative strategies, such as transit improvements, improving signalization, improving other streets, adding pedestrian or bicycle improvements, etc., to mitigate potential traffic impacts.

TE 13.5 Developer-Constructed Transportation Improvements. [GP] Developers shall be required to construct transportation improvements along their property frontages in accordance with City standards. The Developer shall be required to provide all necessary access and circulation facilities within the property; such facilities shall be designed to meet City standards.

Policy TE 14: Financing Transportation Improvements [GP]

Objective: *To ensure that there is adequate funding for construction of transportation facilities that are needed to support new development and address existing deficiencies to achieve the targeted level of service.*

TE 14.1 Traffic Impact Fees. [GP] The City shall adopt a citywide traffic impact fee in accordance with the requirements of Assembly Bill1600 to fund transportation improvements to mitigate the traffic impacts of new development. The impact fee study shall identify and be based on the estimated costs of construction of all transportation system improvements needed to ensure adequate levels of service system wide. Each new development project shall be charged a fee that represents its proportionate share of potential need for and impacts on the facilities included in the fee system. The impact fee system may incorporate improvements made and fees collected by the City since its incorporation in 2002.

TE 14.2 Capital Facility Plan. [GP] The City shall prepare a capital facility plan that includes those facilities that are necessary and appropriate to maintain acceptable LOS levels on the transportation network. The costs of the facilities shall be the basis for the impact fee system.

TE 14.3 Mitigation Payments by UCSB. [GP] A mitigation agreement between UCSB and the City should be developed and adopted to provide for monetary contributions by UCSB for its “fair share” of the costs of road improvements needed to serve planned future university projects. The agreement shall address transportation impacts created by projects to be undertaken pursuant to any future amendments or revisions to the university’s Long-Range Development Plan.

TE 14.4 Mitigation Fees by Projects in the City of Santa Barbara. [GP] A mitigation agreement between the City of Santa Barbara and the City of Goleta should be developed and adopted to provide for monetary contributions by the City of Santa Barbara for its “fair share” of the costs of any road improvements in Goleta needed to serve planned future airport projects, including projects located on airport property north of Hollister Avenue. (See related LU 12 3.)

TE 14.5 Mitigation Fees by Projects in the County of Santa Barbara. [GP] A mitigation agreement between the County and the City should be developed and adopted to provide for transfer of traffic impact fees collected by the County for projects that

have traffic impacts on city streets and roads. The agreement should be applicable to projects located within Isla Vista, portions of the eastern Goleta Valley, and other areas where traffic impacts are likely to affect city streets and/or intersections. (See related LU 12 7.)

TE 14.6 State and Federal Funding. [GP] The City shall seek transportation funds from state and federal sources to fund transportation needs. The City should support state funding to maintain the condition and adequate levels of service on state freeways and routes serving the city.

TE 14.7 Local Transportation Tax Measure. [GP] The City may use its discretionary portion of the Measure D special sales tax revenues to assist, where appropriate, the funding of improvement projects identified in this plan. The amount of funding from this source shall be based on the share of cost attributed to existing rather than new development. This funding shall not be used to subsidize and/or reduce the transportation improvement cost attributable to future development.

TE 14.8 Redevelopment Funding. [GP] Tax increment revenue bonds issued by the RDA may be used to assist the funding for construction of transportation improvements located within the boundaries of the Goleta Old Town Project Area.

TE 14.9 Other Financing Mechanisms. [GP] The City may consider other mechanisms to finance transportation improvements, including but not limited to issuance of General Obligation Bonds and creation of various types of special benefit assessment districts, such as Mello-Roos districts, to provide financing for transportation improvements that will be owned by the City or other appropriate public entity.

Policy TE 15: Regional Transportation [GP]

Objective: *Participate in developing regional transportation solutions to expand choices for local citizens, make the highway system more efficient, improve regional bus service, consider potential commuter rail service, and create an interconnected system of bicycle routes and trails.*

TE 15.1 Intercity Travel. [GP] The City shall coordinate with and participate in partnerships with Santa Barbara County, the City of Santa Barbara, Caltrans, MTD, SBCAG, UCSB, and other agencies to provide adequate facilities for commuter travel, including auto, bus, and rail systems, to serve intercity travel demand. Joint efforts may include transportation improvements outside Goleta that serve intercity travel, such as freeway improvements, park-and-ride lots, express commuter bus services, and demand-management measures to reduce intercity vehicular travel.

TE 15.2 Linkages. [GP] In developing street standards under this goal, the City and neighboring jurisdictions should work together to develop standards and designations that are consistent. This effort should include developing appropriate links between pedestrian and bicycle routes.

TE 15.3 Critical Transportation Facilities. [GP] Critical transportation facilities for emergency vehicle access and emergency evacuation shall continue to be assessed for their capacity, safety, and viability, under a range of emergency scenarios, and maintained and improved as a priority need, correlated with the Safety Element.

Critical transportation facilities include US-101 and SR-217, major east-west arterials including Cathedral Oaks Road and Hollister Avenue, and major north-south arterials that connect portions of the city on either side of US-101. Due to the potential for structural failure of some facilities in a seismic emergency, alternative routes and procedures for their use during emergency events shall be identified.

TE 15.4 Shared Transportation Facilities. [GP] The City of Goleta shall work with the City of Santa Barbara and the County of Santa Barbara to maintain adequate service levels at shared streets and intersections. Shared facilities include but are not limited to segments of Hollister Avenue, Fairview Avenue, Storke Road, Cathedral Oaks Road, Patterson Avenue, and others.

TE 15.5 Regional Transportation Planning. [GP] The City of Goleta shall actively participate with other jurisdictions in Santa Barbara County and the south coast area in planning to improve local and regional transportation systems and choice, particularly where such partnerships will increase the likelihood of obtaining funding. These jurisdictions include Caltrans, SBCAG, MTD, UCSB, Cities of Santa Barbara and Carpinteria, the Santa Barbara County Congestion Management Agency, and others. These efforts may include:

a. Improved US-101, including extension of three lanes to the Hollister Avenue/Cathedral Oaks interchange.

b. Freeway interchange improvements.

c. Improvements to regional arterial routes, particularly routes parallel to US-101 such as Hollister Avenue and Cathedral Oaks Road.

d. Routes that provide access to UCSB and Santa Barbara Municipal Airport.

e. Improved and expanded regional and local bus service for commuters.

f. Creation of a Transportation Center in Goleta to improve connectivity of various modes and bus routes.

g. Study potential for commuter rail on the UPRR tracks between Goleta and Ventura County.

TE 15.6 Regional Transportation Funding. [GP] The City shall support a regional funding approach to pay for improvements to the regional highway and bus transit systems.

TE 15.7 Traffic Mitigation Agreements. [GP] The City shall use any available method including participation in the review of environmental impact reports of development proposals outside the City to ensure that the impacts of development in the area on the City's transportation system are fully mitigated by the agencies approving such developments. The City should develop interlocal agreements with neighboring jurisdictions and Caltrans that require development to mitigate significant impacts that development generates on the transportation system, including state routes.

7.5 IMPLEMENTATION ACTIONS [GP]

TE-IA-1 Traffic Impact Fee Program. The City will prepare a citywide traffic impact fee study and adopt a traffic impact fee ordinance in accordance with the requirements of Assembly Bill 1600. The fees shall be used to fund transportation improvements that

mitigate the traffic impacts of new development allowed by this plan. The impact fee study shall identify and be based on the estimated costs of construction of all transportation system improvements needed to ensure adequate levels of service system wide. Each new development project shall be charged a fee that represents its proportionate share of potential need for and impacts on the facilities included in the fee system.

Time period: 2006 to 2008

Responsible parties: Administrative Services Department, Community Services Department, City Council

TE-IA-2 Capital Improvements Program and Budget. The City shall prepare and maintain a Capital Improvement Program that includes a list of all transportation-related capital projects needed to implement the General Plan during the planning period and the anticipated costs and funding sources for each project. The annual budget should include the appropriations for those projects authorized to be initiated in the next fiscal year. The Capital Improvement Program should be updated annually along with anticipated funding capacities as part of the annual budget process.

Time period: Annually

Responsible parties: Community Services Department, Administrative Services Department, Planning Commission, City Council

TE-IA-3 Street Design Standards. The City will prepare a street design manual that sets forth standards for design of street facilities, including travel lanes, on-street parking, center medians, landscape strips, sidewalks, bikeways, bus turnouts, bus shelters, street trees, and other facilities located within street rights-of-way. The standards shall include dimensional requirements for the various facilities.

Time period: 2007 to 2008

Responsible parties: Community Services Department

TE-IA-4 Neighborhood Traffic Management Program. Neighborhood Traffic Management Programs (NTMPs) may be developed to reduce vehicle speeds where appropriate and to control traffic volumes on local streets. Each NTMP should be a two-phase program, with the first phase involving education and neighborhood participation to determine whether there is support for potential measures to manage neighborhood traffic. The second phase may involve, where appropriate and cost effective, installation of restrictive physical devices to manage traffic and improve safety. Generally passive traffic management measures should be evaluated for effectiveness prior to considering installation of restrictive measures.

Time period: Ongoing, as requested

Responsible parties: Community Services Department, neighborhood residents, City Council

TE-IA-5 Parking In-Lieu Fee Program for Old Town. The City will consider establishing regulations in the new zoning code that allow all or a portion of the onsite parking requirement for development within the Old Town area to be satisfied by the

payment of an in-lieu fee. Fee receipts, supplemented if appropriate with RDA funding, shall be used exclusively to acquire land and/or construct or improve one or more off-street parking facilities.

Time period: 2006 to 2007 (adopt new zoning code)

Responsible parties: Planning and Environmental Services (zoning code), Redevelopment and Neighborhood Services Department (implementation of parking project)

TE-IA-6 Bicycle and Pedestrian Master Plan. The City shall implement and periodically update the City's Bicycle and Pedestrian Master Plan that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code; such a plan is required for submittal of grant funding applications.

Time period: Ongoing

Responsible parties: Public Works Department

TE-IA-7 Update of the CEQA Thresholds Manual. The City's CEQA Thresholds Manual shall be revised to incorporate standards consistent with the policies and standards set forth in the Transportation Element.

Time period: 2010

Responsible parties: Planning and Environmental Services, Community Services Department *(Amended by Reso. 08-30, 6/17/08)*

CHAPTER 8.0
PUBLIC FACILITIES ELEMENT (PF)

8.1 INTRODUCTION

General Plan Law Requirements [GP]

Public Facilities Element Policies
PF 1: Development of a Civic Center
PF 2: Other Facilities of the City of Goleta
PF 3: Public Safety Services and Facilities
PF 4: Water and Sewer Facilities
PF 5: School Facilities
PF 6: Utilities
PF 7: Coordinating Facilities and Services with Other Agencies
PF 8: General Standards for Public Facilities
PF 9: Coordination of Facilities with Future Development
PF 10: Financing Public Facilities

Although some subjects addressed are required by general plan law, the Public Facilities Element itself is optional under state law. Once adopted, it has the same legal status as any of the seven mandatory elements and must be consistent with other elements, as required by Government Code Section 65300.5. The City has considerable latitude as to the topics addressed and depth of coverage. A public facilities element is generally expected to address the nature of existing infrastructure facilities and services, available service capacities, generalized long-term policies to meet future needs, and financing options. To ensure that facilities and services are provided to existing and future development in an efficient and cost-effective way, the element must discuss the location of future facilities and improvements, acceptable levels of service, funding priorities, and the timing of facility or service availability. Transportation and park facilities are addressed in other elements of this plan.

Coastal Act Requirements [CP]

Section 30254 of the Public Resources Code requires that new or expanded public works facilities be “designed and limited” to accommodate development that can be permitted consistent with the policies of the California Coastal Act (Coastal Act). This section also provides that, where public works facilities to serve new development are limited, priority shall be given to coastal-dependent uses, essential services, public and commercial recreation, and visitor-serving land uses. Pursuant to Section 30114, publicly financed recreational facilities, including projects of the California Coastal Conservancy, are considered “public works.” The Coastal Act also provides that no term or condition may be imposed on the development of any sewage treatment plant relative to future development that can be accommodated consistent with the policies of the Coastal Act.

Existing Public Facilities: 2005 [GP/CP]

As of 2005, Goleta was not a “full-service” city. Water, sewerage, and fire protection facilities and services are provided by separate, independent districts with their own elected governing boards. Although law enforcement and library services are provided by the City, these services are provided on a contract basis with the County of Santa Barbara Sheriff’s Department and the City of Santa Barbara, respectively. As is typical for a recently incorporated city, public facilities owned by the City of Goleta were quite limited in 2005, consisting principally of public parks, a library building, public streets, and participation in a lease-purchase agreement that will result in City acquisition of the Goleta Valley Community Center from the Goleta Union School District in

2014. Consequently, the provision of basic public facilities to meet future needs of the City government and community will require a substantial commitment of financial and administrative resources over the period of this General Plan. In addition, the decisions and actions of the various independent special districts and agencies will influence the physical and economic development of Goleta.

Water Supply and Wastewater Management Services

Goleta's water supply and distribution services are provided by the Goleta Water District (GWD) through line and storage facilities owned or controlled by the district. The district delivers water obtained from the Cachuma Project and the State Water Project and treated through the Corona Del Mar Water Treatment Plant, which has a normal treatment capacity of 24 million gallons per day. GWD maintains eight reservoirs with a total combined capacity of approximately 20.2 million gallons. As of 2005, GWD delivered approximately 13,000 acre-feet/year of potable water, and its current water supply is about 16,000 acre-feet/year of potable water. The supply of water poses a potential long-term constraint to development in Goleta and the Goleta Valley, although supply constraints have been partially ameliorated by deliveries from the State Water Project beginning in 1997.

Two separate special districts, Goleta Sanitary District (GSD) and Goleta West Sanitary District (GWSD), provide wastewater collection, treatment, and disposal services to the Goleta Valley and territory within the city. GWSD serves the western portion of the city with a collection system only. The eastern portion of the city is served by GSD, which collects, treats, and disposes all wastewater, including wastewater received from GWSD. The GSD treatment plant, located adjacent to the city and Santa Barbara Municipal Airport on William Moffett Place, has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to 7.64 million gallons per day. Disposal of treated effluent is by ocean outfall offshore from Goleta Beach. The plant currently operates under a National Pollutant Discharge Elimination System (NPDES) permit issued by the U.S. Environmental Protection Agency with concurrence by the Central Coast Regional Water Quality Control Board. Although the NPDES permit calls for all wastewater to undergo at least secondary treatment, GSD has obtained a waiver from full secondary treatment under Section 301(h) of the federal Clean Water Act. All other wastewater treatment plants in the county use a full secondary treatment. GSD's continued use of a waiver is subject to ongoing approval by the State Water Resources Control Board and the California Coastal Commission.

Fire Protection Services

Fire Station II Located on Storke Road

Goleta receives fire protection and related services from the Santa Barbara County Fire Department, a regional agency providing service to 1,441 square miles of unincorporated and incorporated territory and an estimated population of 165,000 people. Services are provided through six fire stations in the Goleta Valley area, including three stations located within city boundaries. The stations within the city are described in Table 8-1. Most of Goleta falls within a 5-minute response time from existing fire stations. Currently, fire service in western Goleta is provided by County Fire Station 11, located on Storke Road. The best practices standard of response time for fire service is commonly considered to be five minutes per the National Fire Protection Association (NFPA) standards. Fire Station 11 does not currently meet the 5-minute response standard to areas of western Goleta. This western Goleta area includes a number of housing units, a large resort hotel, and an oil and gas processing facility within the Very High Fire Hazard Severity Zone.

In addition, a fire station at Santa Barbara Municipal Airport is staffed by Santa Barbara city firefighter personnel and responds only to fires in the Airport Operating Area (AOA), the area located within the security fence that surrounds the airport, consisting primarily of runways and taxiways. These firefighters and their specialized equipment are prohibited by Federal Aviation Administration (FAA) regulations from leaving the AOA. County firefighters are called upon to supplement Santa Barbara city fire staff in the event of an airport emergency. Fire Station 17, located on the University of California, Santa Barbara, (UCSB) campus, provides service to UCSB and most of Isla Vista. Engine 17 is a county fire engine and, if available, may be called upon for assistance when needed. The ambulance and station are owned and operated by UCSB.

Fire Station II Located on Storke Road

TABLE 8-1
FIRE STATION SERVICE CHARACTERISTICS, 2005

Station Number	Location/Address	Population Served	Personnel	Equipment	Population per Firefighter
11	Storke Rd., south of Hollister Ave., 6901 Frey Way	21,594	3 (6)	P, T, RP, WR, US&R	7,198 (3,599)
12	5330 Calle Real	16,623	3	P, RP	5,541
14	320 Los Carneros	5,960	3	P, BT	1,987
	TOTAL	**44,177**	**9**		**4,909**

NOTES:

1. Population estimated as of 2000 U.S. Census
2. Personnel on duty for each shift, plus one chief officer not assigned to a particular station. P=pumper; T=ladder truck; RP=reserve pumper; WR=water rescue; US&R=urban search and rescue; BT=brush truck.
3. Station 11 houses one pumper and one ladder truck, with a total of six on-duty firefighters per day; However, Truck 11 is a countywide emergency response rescue vehicle and is not a dedicated unit that serves solely Station 11's first-in district.

Source: Santa Barbara County Fire Department.

Police Protection

Police services are provided to the Goleta through a contract with the Santa Barbara County Sheriff's Department. Police officers enforce the statutes of the State of California and City municipal ordinances. Assigned officers are considered city police and use vehicles identified by the City of Goleta logo. A lieutenant is appointed as police chief, and attends weekly staff meetings and submits monthly and annual reports to the City Council. Law enforcement services include 24-hour police patrol for traffic enforcement, accident investigation, vehicle abatement, and parking control, as well as detective services for special investigations. Specialized functions through the Santa Barbara County Sheriff's Department are provided as needed. These specialized services include K-9, mounted unit patrol, search and rescue, hostage negotiations, intelligence gathering, special enforcement (SWAT) team, dive team, mobile command unit, hazardous devices team, internal affairs investigation, organized crime/gang intelligence unit, polygraph services, reserve forces, fugitive/warrant detail, and/or helicopter/fixed wing patrol. There are also services available for special events and/or natural disaster response.

As of 2006, the City of Goleta is divided into three "beats" or patrol units, with one police car assigned to each area. Two additional traffic units are also provided. Officers of the Santa Barbara County Sheriff's Department assigned to the unincorporated area of the county are available to supplement City police, as needed, for emergency response within the City limits. City police operate out of two donated, privately owned "storefront" locations, one located in Old Town on Hollister Avenue and one at the Camino Real Marketplace. City police also use facilities at the Santa Barbara County Sheriff's Department headquarters in a nearby unincorporated area between Turnpike Road and El Sueno Road.

Public Schools

Public education services are provided to territory within Goleta and the remainder of the Goleta Valley by the Goleta Union School District (GUSD) and the Santa Barbara High School District (SBHSD). GUSD owns five schools (Brandon, El Rancho, Ellwood, Kellogg, and La Patera) located within the city and five other schools (El Camino, Foothill, Hollister, Isla Vista, and Mountain View) located within unincorporated areas of the Goleta Valley. As of 2005, the El Rancho School was leased to a private school. The remaining nine schools serve students that live within city boundaries because the school attendance boundaries overlap city boundaries. In addition, offices and central kitchen facilities are housed at a former elementary school site within the city on North Fairview Avenue. Portions of this site are also leased to other tenants, including a private school. GUSD also owns a vacant parcel on Phelps Road and a bus and maintenance yard on Hollister Avenue at the Goleta Community Center

La Patera School

property. In general, enrollments at schools within the GUSD have been declining for the past several years.

SBHSD oversees the secondary schools of Dos Pueblos High School and the Goleta Valley Junior High School, situated within Goleta's boundaries, and San Marcos High School, located in the eastern Goleta Valley. Goleta Valley Junior High School, which has an estimated capacity of 1,185 students (number of classrooms multiplied by 27 students per room), had an enrollment of 972 students in October 2003. Dos Pueblos High School, situated on a 40-acre site, contains 74 permanent classrooms, 11 portable classrooms, a gymnasium, library, outdoor amphitheater, cafeteria, new auditorium and stadium, and various other facilities. The designated capacity of the school is 2,304 students (including portable classrooms), while the enrollment as of October 2003 was 2,275. Generally, enrollments in the area's secondary schools have increased in recent years but are anticipated to decline in the future.

Library Services

Services at the Goleta Public Library are provided by contract with the City of Santa Barbara in a facility owned by the City of Goleta at 500 North Fairview Avenue. The 2-acre library site includes a 15,437-square-foot building and parking areas. The number of volumes is estimated at 90,000. As of 2003, about 34,500 library cards were held by residents where the Goleta Public Library was the nearest facility. This facility provides services for the city and nearby unincorporated areas. Annual circulation has steadily increased to more than 506,000 as of 2000. Services were provided by seven full-time and 13 part-time employees as of 2003, not including maintenance personnel.

Goleta Public Library

Privately Provided Utilities

Other utilities and services are provided to residential and commercial users in Goleta by private companies, subject to franchise agreements with the City. These include solid waste collection and disposal, provision of natural gas and electrical energy, telephone, cable television, and Internet service providers. Solid waste collection and disposal involves both the private and public sectors. Collection services are provided by Marborg Industries and Allied Waste Services, while disposal services are provided by Santa Barbara County at the Tajiguas landfill, 26 miles north of the transfer station. Energy is provided by the Southern California Gas Company and by Southern California Edison (SCE). In addition to electrical distribution lines, several SCE substations are located within the city, including the Hollister Avenue and Glen Annie substations. The only electrical generating station in the city is Reliant Energy's "peaking station" on Las Armas between Hollister Avenue and the railroad tracks, which generates electrical power only during emergencies and peak-use periods. Local "land-line" telephone service is provided by Verizon; in addition, a number of companies provide wireless, or "cell," phone services. Cox Communications provides both cable television and Internet services. Although the California Public Utilities Commission has deemed that new cable should be placed underground, there

are many existing overhead lines. New development within the city is required to underground all new utilities.

8.2 GUIDING PRINCIPLES AND GOALS [GP/CP]

The subjects addressed in the Public Facilities Element are an integral part of the City's overall planning strategy and a basic consideration in setting growth and development policy. This element emphasizes the importance of providing responsive, efficient, and cost-effective community services. It acknowledges the vital role that public facilities play in shaping community life. Essential features of the element are policies that guide the financing of facilities, the planning of facilities, the coordination of the facilities with the land use plan, and the coordination of the development of facilities with other agencies. The following guiding principles and goals, which are not in order of priority, provide the foundation for the Public Facilities Element. All policies set forth in subsequent sections of this element have been established to conform to the guiding principles and goals, and future actions of the City following adoption of the plan are required to be consistent.

1. Promote the development of municipal public facilities, including a city hall, that are owned by the City and eliminate the need for leased facilities.
2. Ensure functional, attractive, and well-maintained community facilities that are adequate to serve the long-term needs of Goleta's residents, businesses, and workforce.
3. Ensure that Goleta's public facilities are accessible to all segments of the community in a manner that considers economic, social, and racial equity.
4. Guide the future character of the city by the provision of public facilities and services in a manner that conforms to and supports the planned land-use pattern and development intensities.
5. Provide an effective strategy to balance land use with capital facility development within the fiscal capacity of the City.
6. Ensure that development does not out-pace the City's ability to provide and maintain adequate public facilities and services and that services needed to support current and future development are available when they are needed.
7. Ensure that Goleta serves the infrastructure needs of the community through evaluation of facilities, regular maintenance, and planning for additional facilities to meet future community needs.
8. Finance the city's needed capital facilities in an economic, efficient, and equitable manner.
9. Ensure that new development and growth does not exceed the service capacities of the City and other public and private entities, including: city administrative facilities; water supply and distribution systems; sewage collection, treatment, and disposal systems; fire protection services and facilities; police protection services and facilities; schools; library services and facilities; and utilities.

8.3 COASTAL ACT POLICIES [CP]

The Coastal Act policies set forth below are adopted as policies of this plan for those areas of Goleta within the California Coastal Zone. The numbers refer to sections of the California Public Resources Code. The Public Facilities Element maps show the location of the California Coastal Zone boundary.

30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

30254.5 Notwithstanding any other provision of law, the commission may not impose any term or condition on the development of any sewage treatment plant which is applicable to any future development that the commission finds can be accommodated by that plant consistent with this division. Nothing in this section modifies the provisions and requirements of Sections 30254 and 30412.

8.4 CITY POLICIES

Policy PF 1: Development of a Civic Center [GP]

Objective: *To provide a site and appropriate buildings for a predominately or fully City-owned city hall or civic center that will meet the needs of the city for the next 20 years and beyond.*

PF 1.1 **Community Planning Process. [GP]** The City shall establish a community planning process, involving all segments of the community, to identify appropriate sites for and to plan the development of a full-service city hall or civic center to meet the city's long term needs. A future city hall may be located within, and is consistent with, any land-use category specified in the Land Use Element.

PF 1.2 **Administrative Functions. [GP]** The new city hall facility shall be planned to accommodate administrative functions of Goleta's municipal government. Although policing services were provided by contract as of 2005, planning for the new site shall include consideration of the possibility that the policing function may be performed by City personnel at some time in the future.

PF 1.3 **Site Criteria. [GP]** A site with a net usable area of 3 acres is estimated to be necessary for a future city hall. The site shall be of a sufficient size to accommodate any reasonably foreseeable future expansion needs, as well as the space needs for the next 10- to 20-year period.

PF 1.4 **Space Needs. [GP]** Planning for the initial building facility shall be based on the estimated space needs of the city for the next 10- to 20-year period. It is estimated that a minimum of 600 square feet of civic center space is required per 1,000 population, exclusive of police department needs. A civic center facility should include a council chambers, various smaller meeting or conference rooms, and space for the various administrative departments. A sufficient number of parking

spaces shall be provided on site to accommodate employee and customer needs during the daytime and meeting attendees during both daytime and evening hours.

PF 1.5 Design Considerations. [GP] The following criteria shall apply:

a. City hall should be designed to be a visible landmark structure.

b. The site layout and structure should be designed to allow development of a second-phase addition in the future.

c. The design should emphasize context and be compatible in size, bulk, and height with existing and planned development in the surrounding area.

d. The exterior façades should be articulated, with variation in wall and roof planes and incorporation of detailing and architectural features appropriate for a civic building.

e. The design should emphasize durable materials and other features that will minimize ongoing maintenance needs.

PF 1.6 Potential Methods of Financing. [GP] Any or various combinations of the following financing sources or methods may be considered in planning for the proposed city hall facility:

a. Development impact fees for administrative and law enforcement facilities.

b. General obligation bonds.

c. Certificates of participation.

d. Lease-purchase agreements.

e. Donation or dedication of land and/or building(s) by a developer, through a negotiated development agreement or other appropriate instrument.

PF 1.7 Potential Co-Location with Facilities of Other Public Entities. [GP] If an appropriate opportunity arises, in order to maximize joint-use economies, the City may consider co-locating its administrative facilities with those of other public agencies serving Goleta and/or the Goleta Valley area, including school districts, the Santa Barbara County Fire Department, or other special districts.

Policy PF 2: Other Facilities of the City of Goleta [GP]

***Objective**: To provide the full range of municipal public facilities to meet the needs of the Goleta community.*

PF 2.1 Goleta Public Library. [GP] The City should evaluate the present and future need for library services and prepare a long-term library development plan to address those needs in accord with the City's fiscal capacity. In making this evaluation, the City should evaluate the adequacy and location of the current site and facility and determine the appropriateness of expansion of the present facility or development of a satellite facility.

PF 2.2 Goleta Community Center. [GP] The City should continue to maintain the current community center, and associated buildings, as a focal point for community activities

and functions, including senior services, youth services, and various related classes and cultural and recreational activities. The City should continue to implement the Strategic Plan for the Goleta Community Center to ensure programming and services are accessible and equitable for all members of the community.

PF 2.3 **City Maintenance Yard. [GP]** The City shall establish a planning process to evaluate the need for a City maintenance yard facility and, if appropriate, identify an appropriate site for and plan the development of such a facility. Such planning shall include consideration of the maintenance facility needs of other public agencies and explore the feasibility of co-locating those facilities. The types of facilities that should be considered include: street maintenance, water and sewer maintenance, stormwater maintenance, general government vehicle and equipment maintenance and storage, police vehicle maintenance and storage, fire vehicle maintenance, parks maintenance shops and storage, bus transit maintenance facilities, and recycling waste transfer facilities. The following criteria shall apply to development of a City maintenance facility:

a. The site should be of adequate size to meet the city's long-term needs.

b. Preferred locations are south of U.S. Highway 101 (US-101) in or adjacent to industrial or commercial areas.

c. The maintenance facility shall be screened by appropriate fencing and/or landscaping to provide an attractive appearance from the street and from adjacent properties.

d. Vehicle maintenance activities should be accommodated within an enclosed building, to the extent practicable.

e. Outdoor storage areas shall be paved, with best management practices incorporated to address stormwater management and treatment in a manner to reduce or avoid discharge off site and prevent any adverse impacts on creeks or other surface water bodies.

f. Exterior lighting shall be minimum necessary to provide security. The heights and characteristics of light fixtures shall be designed to downcast light and prevent light and glare from spilling over to adjacent properties.

PF 2.4 **Future Police Station. [GP]** In conjunction with the planning for a civic center, the City shall establish a community planning process, involving all segments of the community, to evaluate the need for a police station and identify appropriate sites and plan its development. It is estimated that a minimum of 400 square feet of police administrative center space is required per 1,000 population.

PF 2.5 **Other Public Facilities. [GP]** Additional public facilities that may be considered in the future as resources are available include but are not limited to the following: a cultural center, multi-modal transit center, and active recreational facilities.

Policy PF 3: Public Safety Services and Facilities [GP]

Objective: *Ensure that adequate fire and police services and facilities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries.*

PF 3.1 **Fire Protection Standards. [GP]** The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services:

a. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered "ideal," although a countywide ratio (including rural areas) of one firefighter per 4,000 population is the absolute minimum standard. Considering the daytime population in Goleta due to employees and customers, all fire stations within Goleta fell short of this service standard as of 2005.

b. A ratio of one engine company per 16,000 population, assuming four firefighters per station, represents the maximum population that the Santa Barbara County Fire Department has determined can be adequately served by a four-person crew. Fire stations 11 and 12 (see Table 8-1) did not satisfy this standard as of 2005. Currently, all three fire engines that serve Goleta are staffed with only three-person crews. The NFPA guidelines state that engine companies shall be staffed with a minimum of four on-duty personnel.

c. The third fire protection standard is a 5-minute response time in urban areas. This incorporates the following NFPA response-time objectives:

1) One minute (60 seconds) for turnout time.

2) Four minutes (240 seconds) or less for the arrival of the first-arriving engine company at a fire suppression incident and/or 8 minutes (480 seconds) or less for the deployment of a full first-alarm assignment at a fire suppression incident.

3) Four minutes (240 seconds) or less for the arrival of a unit with first-responder or higher level capability at an emergency medical incident.

Fire Engine

4) Eight minutes (480 seconds) or less for the arrival of an advanced life support unit at an emergency medical incident, where this service is provided by the fire department.

PF 3.2 **New Fire Station in Western Goleta. [GP/CP]** The Santa Barbara County Fire Department has determined that the most under-served area in Goleta is the

extreme western portion near Winchester Canyon. In conjunction with the fire department, the City shall provide a site consisting of approximately 2 acres of land for proposed new Fire Station 10 to serve the western area of the city, as shown on the map in Figure 8-1. The Santa Barbara County Fire Department will construct Fire Station 10 as soon as funding becomes available.

PF 3.3 **Impact Fees for Fire Protection Facilities/Equipment. [GP]** Construction of the new Fire Station 10 shall be funded in part by revenues from an impact fee imposed on new development within the city, as well as upon development in the nearby unincorporated areas. Such fees may also be imposed for upgrades of existing fire stations and for new fire apparatus.

PF 3.4 **Fire Safety in New Development. [GP/CP]** The following fire safety standards shall be met, where applicable, in new development within the city:

a. Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means.

b. All private roads that provide access to structures served by the Santa Barbara County Fire Department shall be constructed at a minimum to the department's standards.

c. All nonagricultural development in the foothills area shall include provisions for connection to the GWD or another public water purveyor.

d. Emergency access shall be a consideration in the siting and design of all new development within the city.

Police

PF 3.5 **Periodic Evaluation of Adequacy of Fire Facilities. [GP]** The City and the Santa Barbara County Fire Department should periodically evaluate the distribution of fire facilities in order to ensure that fire protection needs are adequately addressed within available fiscal capacity. Additionally, the City shall consider climate change and resulting increased fire hazards in these evaluations.

PF 3.6 **Police Service Standards. [GP]** The City shall strive to maintain the following service standards for police services:

a. An average emergency response time of 5 minutes.

b. An average nonemergency response time of 20 minutes.

PF 3.7 Police Facilities. [GP] While police services are provided by contract, the City supports and encourages maintenance of the Old Town and West Goleta community substations.

PF 3.8 Impact Fee for Police Facilities. [GP] The City shall continue to require a development impact fee to provide revenue to assist with funding capital facilities for police services.

PF 3.9 Safety Considerations in New Development. [GP] All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.

Policy PF 4: Water and Sewer Facilities [GP/CP]

Objective: *Ensure that adequate water supply and distribution facilities and sewage collection facilities and treatment capacity are available to meet the cumulative needs of both existing users and new development in the city as well as outside Goleta's boundaries.*

PF 4.1 Water Facilities and Services. [GP/CP] The following criteria, standards, and procedures shall apply to water facilities and services:

a. The City shall coordinate with GWD regarding new development within its boundaries to allow the GWD to continue to plan its capital improvements in an orderly manner consistent with the levels of growth allowed by the Land Use Plan.

b. The City shall review and monitor GWD's existing Urban Water Management Plan, adopted in December 2005, and future updates to that plan, and shall monitor actions of GWD to meet the projected long-term water demand.

c. The City shall monitor and compare the planned and potential consumption of the available and planned water capacity within the service area of the GWD. If the available and planned capacity of water supply and delivery services is not adequate to serve the planned and potential consumption, then the City shall take one or more of the following three actions in order of priority:

    1) Phase development within the city consistent with the Land Use Plan until such time that adequate resources can be identified to provide adequate supplies and improvements and urge other entities in the service areas to also reassess their plans.

    2) Reassess the City's Land Use Plan to reduce the demand for services to the degree necessary to match the supply and urge other entities in the service areas to also reassess their plans.

    3) Explore and support ways to reduce consumption in order to conserve available capacity and to reduce the volume of discharges of treated effluent in ocean waters.

d. Environmental reviews of new development shall evaluate the adequacy of water supply capacity to serve cumulative demand for all existing and planned development, including during extended periods of drought.

e. Water piping systems should be interconnected ("looped") wherever feasible to facilitate the reliable delivery of water to all locations within the city. The distribution system should be sized to provide minimum operating pressure of 45 pounds per square inch (psi) under normal conditions and 20 psi under emergency conditions such as fires.

f. Water supply and delivery systems shall be available in time to meet the demand created by new development or shall be assured through the use of bonds or other sureties. An assured water supply and delivery system shall be identified prior to discretionary approvals of projects to the satisfaction of the City. GWD or the project applicant may provide several alternative methods of documentation, including an unconditional "ability to serve" letter from the district.

g. The applicant and GWD shall demonstrate prior to issuance of final land use clearance that sufficient capacity shall be available to serve the development and all other cumulative projects within GWD's service area. This may be evidenced by an unconditional "will serve" letter or contract for service from GWD. All required water infrastructure for a project shall either be in place at the time of approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City's and GWD's satisfaction.

h. Within new subdivisions, offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permit. Model homes may be exempted from this policy, subject to approval by the City.

i. The City shall encourage and actively promote long-term water conservation through water-conserving features in new development, including low water-use plumbing fixtures and drought-tolerant landscaping. The City also encourages the reclamation of treated wastewater and development of distribution facilities for reclaimed water to serve appropriate uses and locations.

j. New water lines shall not be located within an Environmentally Sensitive Habitat Area (ESHA) or ESHA buffer unless there is no feasible alternative location. The City supports the decommissioning and relocation of existing facilities located within ESHA or ESHA buffers.

k. The City shall require new water infrastructure to be located and painted so as to not be visually obtrusive and, where feasible, to be located within roadway rights-of-way or existing utility easements.

l. The City shall seek to protect the quality and quantity of groundwater resources, including those that serve households and businesses that rely on private wells. The City encourages that such existing development be connected to the public water system of GWD and that the private wells be properly abandoned and closed.

m. All new development within the City shall be served by the public water system.

n. New development along corridors identified by the GWD in its Master Plan as locations of future water conveyance facilities shall provide appropriate easements as a condition of approval.

PF 4.2 Sewer Facilities and Services. [GP/CP] The following criteria, standards, and procedures shall apply to sewer facilities and services:

a. The City shall monitor and compare the planned and potential consumption of the available and planned sewer capacity within the service areas of these utilities. If the available and planned capacity of sewerage services is not adequate to serve the planned and potential consumption, then the City shall take one or more of the following three actions in order of priority:

   1) Phase development within the City consistent with the Land Use Plan until such time that adequate resources can be identified to provide adequate supplies and improvements and urge other entities in the service areas to also reassess their plans.

   2) Reassess the City's Land Use Plan to reduce the demand for services to the degree necessary to match the supply and urge other entities in the service areas to also reassess their plans.

   3) Explore and support ways to reduce consumption in order to conserve available capacity and reduce the volume of discharges of treated effluent in ocean waters.

b. The City shall encourage effective and cost-efficient organization and delivery systems for provision of wastewater collection, treatment, and disposal services within its boundaries.

c. The City shall work with the GSD to ensure completion of a Capacity Management Alternatives Study to determine the scope of needed improvements for a higher level of treatment in order to improve the quality of effluent discharged by an outfall into ocean waters offshore from Goleta Beach Park. The City supports completion of this project as quickly as possible. The study should include a full evaluation of alternatives and costs. Alternatives should avoid construction of excess wastewater treatment capacity.

d. The City shall encourage recycling of treated wastewater to reduce water consumption and reduce ocean discharges of treated effluent.

e. Sewage collection and wastewater treatment capacity shall be available in time to meet the demand created by new development or shall be assured through the use of bonds or other sureties. The adequacy of sewerage facilities shall be identified prior to discretionary approvals of projects to the satisfaction of the City. The applicable sanitation district or project applicant may provide several alternative methods of documentation, including an unconditional "ability to serve" letter from the district.

f. The applicant and the applicable sanitation district shall demonstrate prior to issuance of final land use clearance that sufficient capacity and facilities shall be available to serve the development and all other cumulative projects within the service area. This may be evidenced by an unconditional "will serve" letter or contract for service from the district. All required wastewater management infrastructure for a project shall either be in place at the time of approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City's and the applicable district's satisfaction.

g. All necessary sewage collection facilities shall be in place at the time of approval of building permits.

h. New sewer lines shall not be located within ESHA or ESHA buffer unless there is no feasible alternative location. The City supports the decommissioning and relocation of existing facilities located within ESHA or ESHA buffers.

i. Development along corridors identified by sewer providers in their master plans as locations of future sewerage facilities shall provide appropriate easements as a condition of approval.

j. The City shall discourage and oppose extension of sewer service into any land area not designated for urban development, including to areas west of Goleta and the Embarcadero Community Services District.

k. Within the urban boundary, all new development shall be required to connect to the public sewerage system. New septic systems shall not be approved within the urban boundary unless it is demonstrated that there is no feasible alternative.

l. Independent community sewer systems shall not be approved or established for new development within the city.

Policy PF 5: School Facilities [GP]

Objective: *Ensure that adequate public school services and facility capacities are available to meet the long-term needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries.*

PF 5.1 **Collaboration with School Districts. [GP]** In recognition of the importance of quality schools to the desirability and vitality of the city's neighborhoods as places to live, Goleta shall strive to maintain a close collaborative relationship with the GUSD and SBHSD. The City shall provide information regarding pending and approved residential development in the city to assist with enrollment projections by the districts.

PF 5.2 **Assessment of School Impacts of Large Development Projects. [GP]** Applications for residential development within the city shall be referred to the school districts for their review and comments. The City shall require the assessment of impacts of large development projects on school facility needs through the preparation of environmental documents pursuant to CEQA.

Goleta Union School District

PF 5.3 **Design of School Facilities. [GP]** New or remodeled school facilities should be designed to be compatible with the neighborhood and adjacent land uses, and to consider projected increases in extreme heat risk induced by climate change. Facilities should be sited and designed to avoid or minimize noise, light and glare, traffic, and other potential adverse impacts on adjacent residential areas. Adequate

onsite parking should be provided to prevent impacts to onstreet parking in the neighborhood.

PF 5.4 **Reservation of Future School Sites. [GP]** The City shall work cooperatively with the school districts to assist in the reservation of sites for new or expanded facilities that may be needed to serve the Goleta area in the future.

PF 5.5 **Joint Use of School Facilities. [GP]** The City supports joint use of facilities for various activities and programs such as recreational programs, cultural programs, City administrative activities, facility and vehicle maintenance, and other joint uses as appropriate.

PF 5.6 **Surplus Lands of School Districts. [GP]** When individual school facilities are closed for public school purposes but ownership is retained by a school district, any temporary or long-term nonschool uses shall be compatible with adjacent residential areas. Private schools are a preferred use of these facilities. In the event that a school district determines to dispose of surplus property, the district should notify the City and extend a first right of refusal for acquisition of the property for municipal purposes. Permitted future land uses shall be required to be compatible with existing uses adjacent to the site.

PF 5.7 **School Impact Fees. [GP]** Where school districts have adopted development impact fees to help finance provision of facilities, the City shall provide information regarding these impact fees to developers and builders. The City shall not issue a building permit for any development subject to such fees without documentation from the applicable district that its fees have been paid. The developer or builder shall be responsible for providing documentation to the City that school impact fees have been paid.

Policy PF 6: Utilities [GP]

Objective: *Ensure that adequate utility services and facility capacities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries.*

PF 6.1 **Referral of Development Applications. [GP]** The City shall continue to circulate development applications to local utility providers for their review and comment and to ensure that they can and will provide service to individual developments.

PF 6.2 **Undergrounding of Overhead Utilities. [GP]** The City shall encourage the undergrounding of electrical power lines and other overhead utilities to the greatest extent practical to enhance grid reliability and to withstand climate change-induced extreme weather events, as follows:

a. The City shall pursue funding opportunities to underground existing overhead utilities, including SCE's dedicated underground funding ("Rule 20A/20B"), private funding, and assessment districts. The City shall establish priorities for locations for potential undergrounding projects.

b. To the extent practicable, all utilities shall be required to be placed underground in new development (see related VH 4.14).

Existing Electrical Substation

PF 6.3 Franchise Agreements. [GP] Where appropriate, franchise agreements shall be required for utility service providers within the city. Where transmission cables, lines, or other facilities are situated on public property and/or street rights-of-way, the City shall also require encroachment permits.

PF 6.4 Telecommunications Improvements. [GP] The City encourages upgrading of telecommunications infrastructure to ensure adequate coverage. The number of separate sites shall be minimized. Visual and aesthetic obtrusiveness of wireless and cellular telecommunications facilities shall be mitigated by provision of stealth designs, for example, location within elements of buildings such as parapets, chimneys, or other architectural features. A public notice shall be posted at telecommunications sites with electromagnetic field emissions; these notices shall inform employees, customers, and the general public as to the location of the facility (see related VH 4.8).

PF 6.5 Coordination with Providers. [GP] The City shall collaborate with utility providers to provide equitable, adequate, and appropriate levels of service and promote the maintenance of utilities serving the City, with a specific emphasis on Old Town. Through this coordination, the City shall ensure that infrastructure planning accounts for anticipated climate change impacts and anticipated future demands on the grid due to those impacts.

Policy PF 7: Coordinating Facilities and Services with Other Agencies [GP]

Objective: *To ensure the appropriate provision of public facilities and buildings by all public agencies and related nonprofit organizations.*

PF 7.1 Coordination of Facility Planning. [GP] The City shall coordinate the planning and construction of public and quasi-public buildings and facilities with all agencies, districts, and other providers to preclude duplication and ensure the timely availability of these facilities to meet the needs of future growth and development.

PF 7.2 Consultation with Other Service Providers. [GP] In order to coordinate the short- and long-term provision of public facilities to meet existing and future community needs, the City shall regularly meet and consult with other public and quasi-public service providers and share information on pending development applications, growth rates, and development patterns. The City shall discuss and exchange

population forecasts, development plans, and technical data with the service providers to facilitate the coordination of natural gas, electrical power, sanitary sewer, solid waste collection, domestic water, school, and communication services.

PF 7.3 **Compatibility of Utility Facilities. [GP]** The City shall coordinate with public utility providers and other public and quasi-public agencies to assure the most compatible integration of utility buildings and facilities into the city's land use pattern.

PF 7.4 **Shared Use of Facilities. [GP]** In order to optimize use and value, the City shall take advantage of opportunities that allow the buildings and/or facilities of other providers to be used by other community organizations.

PF 7.6 **Coordination of Construction Schedules. [GP]** Wherever possible, the City, special districts, and private utilities should coordinate their construction programs to avoid unnecessary construction and street work. The 6-year capital improvement plans of all special-purpose districts shall be coordinated with each other and with the City's pavement management program.

PF 7.7 **Review of Public Works and Land Acquisitions of Other Agencies. [GP]** Pursuant to Government Code Section 65401, 65402, and 65403, other agencies (such as water districts, sanitation districts, and school districts) that provide or maintain public facilities essential to the growth and maintenance of Goleta area's urban population are required to submit proposed public works projects and/or 5-year capital improvement programs (CIPs) to the City for a determination by the Planning Agency as to the consistency of the proposed project or CIP with the adopted General Plan or applicable part thereof. Goleta's Planning Agency shall review such proposals and submit its report to the agency or district no later than 40 days after receipt of the proposed public works project, land acquisition, and/or CIP. Although the agency or district may overrule the City's finding and carry out its intended project or CIP, the City encourages a cooperative approach to achieve consistency between the General Plan and the actions of other agencies. Upon certification of the City's Local Coastal Program by the California Coastal Commission, proposed projects within the California Coastal Zone that constitute "development" under the Coastal Act will be subject to City approval of a Coastal Development Permit.

Policy PF 8: General Standards for Public Facilities [GP]

Objective: *To ensure compatible and aesthetically appropriate integration of public buildings and facilities into the city's built and natural environments at appropriate locations.*

PF 8.1 **General Standard. [GP]** The City shall ensure that all public buildings and facilities comply with the same development standards and regulations as would be applicable to private development.

PF 8.2 **Siting of Public Facilities. [GP]** All new public facilities, including utilities, utility buildings, signage, and other development components, shall be designed in a manner that makes them aesthetically compatible with surrounding neighborhoods and development. Additionally, new public facilities should be strategically sited to mitigate risks from climate change impacts, protect public safety, and promote long-term resilience. The following shall apply:

a. Siting and design, landscape buffers, architectural elements, and other appropriate design solutions shall be required, as appropriate.

b. Critical structures and facilities (including hospitals, fire stations, police stations, water reservoirs, and communications facilities) shall be restricted from geologic, hydrologic, and high and very high fire hazard areas, as shown in Figure 5-2, to the greatest extent practical, and shall be considerate of climate change impacts.

c. To the extent practical, the City shall identify and shall make every effort to assure the long-term availability of appropriate sites for the development and expansion of City buildings, utility infrastructure, and other public facilities.

d. Public agency buildings shall be conveniently located and accessible to residents and all segments of the community.

PF 8.3 Design of Public Facilities. [GP] The following criteria shall apply:

a. To the extent appropriate and practical, all utility facilities (with the possible exception of substations, pumping stations, and outdoor storage areas) shall be fully enclosed in buildings that are aesthetically compatible with the areas in which they are located.

b. Public buildings and facilities that house City government activities shall be constructed in a functional and aesthetically pleasing manner.

c. Wherever possible, the City should incorporate energy-saving measures, renewable energy and storage to increase resiliency, and other “green building” concepts in the design of City facilities. Natural buffers around facilities should be considered, where appropriate, to enhance protection and resilience from climate change hazards.

d. New community facilities should be designed and constructed to incorporate flexibility and adaptability to the changing needs of the community.

e. Facilities shall be designed to be accessible to all segments of the community in a manner that considers economic, social, and racial equity, to ensure that everyone has access to City resources and the opportunity to fully participate in a manner that promotes fairness for all members of the community.

PF 8.4 Critical Facilities Standards. [GP] To the extent possible, the City shall require that all critical structures located within the city be constructed to maintain sufficient structural integrity to remain functional following the maximum probable earthquake event and other natural disasters that could affect the site of the structure. All proposals for new critical structures, regardless of location within the city, shall demonstrate safety in terms of the geologic, hydrologic, and other engineering conditions of the site. (See also Subpolicies SE 4.8, SE 4.10, SE 5.3, and SE 6.5.)

PF 8.5 Management Standards. [GP] The City’s management of capital facilities should emphasize the following concepts:

a. Preventive maintenance and cost-effective replacement of aging elements.

b. Planning for the orderly extension and upgrading of capital systems while recognizing that system extensions associated with new development should be the responsibility of those desiring service.

c. Inspecting systems to ensure conformance with design standards.

d. Reducing the potential for cost increases through effective fiscal management.

PF 8.6 **Community Planning and Consideration of Future Public Facilities. [GP]** When considering the addition of new public facilities or major improvements for existing facilities, the City should proactively inform community members regarding opportunities to learn about and engage with public facilities planning.

Policy PF 9: Coordination of Facilities with Future Development [GP/CP]

Objective: *To ensure that land use decisions are based on the planned capacity of capital facilities and that such facilities are provided when they are needed to support new development.*

PF 9.1 **Integration of Land Use and Public Facilities Planning. [GP/CP]** The Land Use Plan and actions on individual development applications shall be consistent with the existing or planned capacities of necessary supporting public facilities and the fiscal capacity of the City to finance new facilities.

a. The City shall integrate its land use and public works planning activities with an ongoing program of long-range financial planning to ensure that the City's Land Use Plan is supported by quality public facilities.

b. Individual land use decisions, including but not limited to General Plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities.

PF 9.2 **Phasing of New Development. [GP/CP]** Development shall be allowed only when and where it is demonstrated that all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.

PF 9.3 **Responsibilities of Developers. [GP/CP]** Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.

PF 9.4 **City Infrastructure Investments to Guide Development. [GP/CP]** The City shall plan and develop its infrastructure and public facilities in appropriate locations for development and shall encourage other public agencies to plan and implement their facilities in a manner that is consistent with and reinforces the General Plan.

PF 9.5 **Extensions of Infrastructure and Facilities. [GP/CP]** The extension of any individual infrastructure or public facility to serve new development, regardless of the method of financing, should be approved only if it is determined that adequate fiscal capacity exists to support:

a. The extension of any other needed facilities.

b. Services to the cumulative development that could be supported by the extension.

c. Cost-effective service delivery by all ongoing public services.

PF 9.6 **Concurrency. [GP/CP]** The City shall develop ordinances and procedures to achieve "concurrency" for facilities essential to support development. Pursuant to those procedures, the City shall evaluate the impact of any new development on the capacity of the supporting public facilities and require, prior to final development approval, that financing be in place to correct any public facility deficiency. The evaluation of impacts shall include an analysis of the cumulative effects of other development proposals in the service area.

PF 9.7 **Essential Services for New Development. [GP/CP]** Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere.

a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development.

b. A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements.

c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

PF 9.8 **Equitable Public Investments. [GP/CP]** The City shall promote the equitable provision of public amenities such as sidewalks, street trees, crosswalks, paving, streetlights, bike lanes, and other amenities throughout the City.

Policy PF 10: Financing Public Facilities [GP]

Objective: *To use all available capital improvement revenues to finance facilities to meet the community's needs.*

PF 10.1. **Sources of Revenue for Capital Facilities. [GP]** Opportunities should be identified to use available local and regional funding sources, grants, and other sources of revenue to finance projects that provide the most benefit.

PF 10.2 **Development Impact Fees. [GP]** The City shall adopt and maintain a development impact fee program that requires new development to pay a proportionate share of the costs of new or upgraded capital facilities attributable to new development.

Impact fee programs for capital facilities shall include sufficient funding for all of the following:

a. Design and engineering.
b. Environmental compliance and permitting.
c. Land acquisition and/or right-of-way acquisition.
d. Site preparation, including grading and installation of utilities, drainage, and other necessary infrastructure.
e. Construction of the public facility.
f. Parking, landscaping, and street trees, where applicable.
g. Necessary off-site improvements, such as sidewalks, extensions of utilities, and others as applicable.

The impact fee program shall be reviewed regularly to ensure that sufficient funding will be available to construct all required facilities**.**

PF 10.3 Use of Existing Revenue Sources. [GP] Existing ongoing revenues should be directed to the following needs:

a. Meeting basic safety needs and removing hazards.
b. Improving maintenance and operational efficiencies.
c. Rehabilitating and enhancing existing facilities.
d. Implementing General Plan objectives through strategic investments incrementally as part of a long-range strategy.
e. Adding new capacity to improve levels of service.

In applying these priorities, all needs should be addressed in a balanced program of funding. In evaluating projects, relative costs and benefits shall be considered along with the relative priorities.

PF 10.4 Community Support. [GP] Community support should be considered for any major project that adds significant capacity to an existing facility, provides a significant increase in level of service, or provides another major enhancement to the community. Such projects may include major transportation improvements, new parks, or major Old Town improvements. The most appropriate financing of these projects, in some cases, may be a voter-approved bond issue to provide revenue.

PF 10.5 Financing Methods. [GP] The following criteria shall apply to consideration of financing methods for capital facilities:

a. Long-term borrowing for capital facilities should be considered as an appropriate method of financing large facilities that benefit more than one generation of users in the future.
b. Where possible, special assessment revenue and other self-supporting bonds should be used instead of tax-supported general obligation bonds. Special

benefit assessment financing mechanisms are preferred whenever the benefits of a proposed facility are limited to a specific geographic area.

c. General obligation bonds should be considered for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities and equipment, community centers, and parks.

PF 10.6 Capital Facility Impacts of New Services. [GP] In evaluating whether to continue, change, or begin a new service, the City shall consider the impact of the decision on capital facility requirements.

PF 10.7 Operating Cost Impacts of New Facilities. [GP] The City shall include the costs of maintaining, operating, and other life-cycle costs in the consideration of whether to authorize or support the funding of any capital facility. Funding of life-cycle costs should be included in future financial forecasting and planning and incorporated into City budget decisions.

PF 10.8 Periodic Evaluation of Capital Facilities. [GP] The City should review on a regular basis its capital facility services to determine if they are being delivered cost-effectively and evaluate whether individual services are most cost-effectively delivered by the City or by outside contract. Joint facilities with adjacent service providers may be used, where appropriate, to provide the most efficient and cost-effective service to customers.

PF 10.9 Alternatives to City-Financed Facilities. [GP] The City may consider the use of nonfinancial options to meet its public facility needs. Such options include:

a. Encourage private organizations to develop and finance facilities.

b. Encourage local businesses to provide financial support for community services through contributions of funds, time, materials, and expertise.

c. Contract services with public or private entities.

d. Rent or lease facilities.

e. Develop cooperative programs with nonprofit organizations and other public entities.

f. Implement demand management strategies to more efficiently use existing facilities.

g. Adjust planned levels of service.

h. Encourage volunteers, donations, trusts, etc.

PF 10.10 Capital Improvements Program and Budget. [GP] The City shall prepare and maintain a CIP that includes a list of all projects needed to implement the General Plan during the planning period. This list should include projects that can be planned, financed, and implemented during the CIP planning period. The annual budget should include the appropriations for those projects authorized to be initiated in the next fiscal year. The following criteria should apply to the CIP:

a. Projects listed beyond the CIP planning period may be generally described and estimated or grouped into broad categories, while projects in the 6-year CIP should be more specifically described and individually listed.

b. Projects shall be funded only when incorporated into the adopted annual City budget.

c. The CIP list should be updated annually along with anticipated funding capacities as part of the annual budget process.

d. Proposed new additions to the 6-year project list shall be evaluated for consistency with the General Plan prior to their incorporation into the CIP.

e. The capital facility project list should be reviewed annually to ensure that the proposed capital program reflects an equitable geographic distribution of projects and that the needs of the city's neighborhoods are addressed along with citywide needs.

f. As part of the annual review of the CIP list, the City shall also determine whether capital facility funding is falling short of meeting existing needs and ensure that the land use and capital facilities plan are consistent with the community's financial capacity. The City shall then consider any adjustments appropriate for consistency during any consideration of amendments to the General Plan.

PF 10.11 Support Improvements in Old Town. [GP] The City shall support improvements for public facilities located within or directly impacting Old Town to improve access and ensure adequate facilities are available to benefit local residents and businesses. The City shall explore and pursue grants and external funding opportunities to support projects and programs addressing key issues in Old Town.

8.5 IMPLEMENTATION ACTIONS [GP]

PF-IA-1 Preparation of AB 1600 Study and Impact Fee Program. Government Code Section 66000 allows local jurisdictions to establish development impact fees to fund the construction of public infrastructure necessary to serve new development. The adopted AB 1600 Fee Ordinances and Resolutions allow the City to impose developer impact fees on all new development within Goleta. Development Impact Mitigation Fees (DIMFs) are assessed on development projects that cause an increased impact on public services in order to mitigate the cost of providing these services to new development. DIMFs related to transportation, fire protection, parks and recreation, library, public administration, and police are charged to development occurring throughout the city. Following adoption of this plan, a new nexus study for impact fees shall be prepared and the existing fees revised as appropriate.

Time period: 2006 to 2008

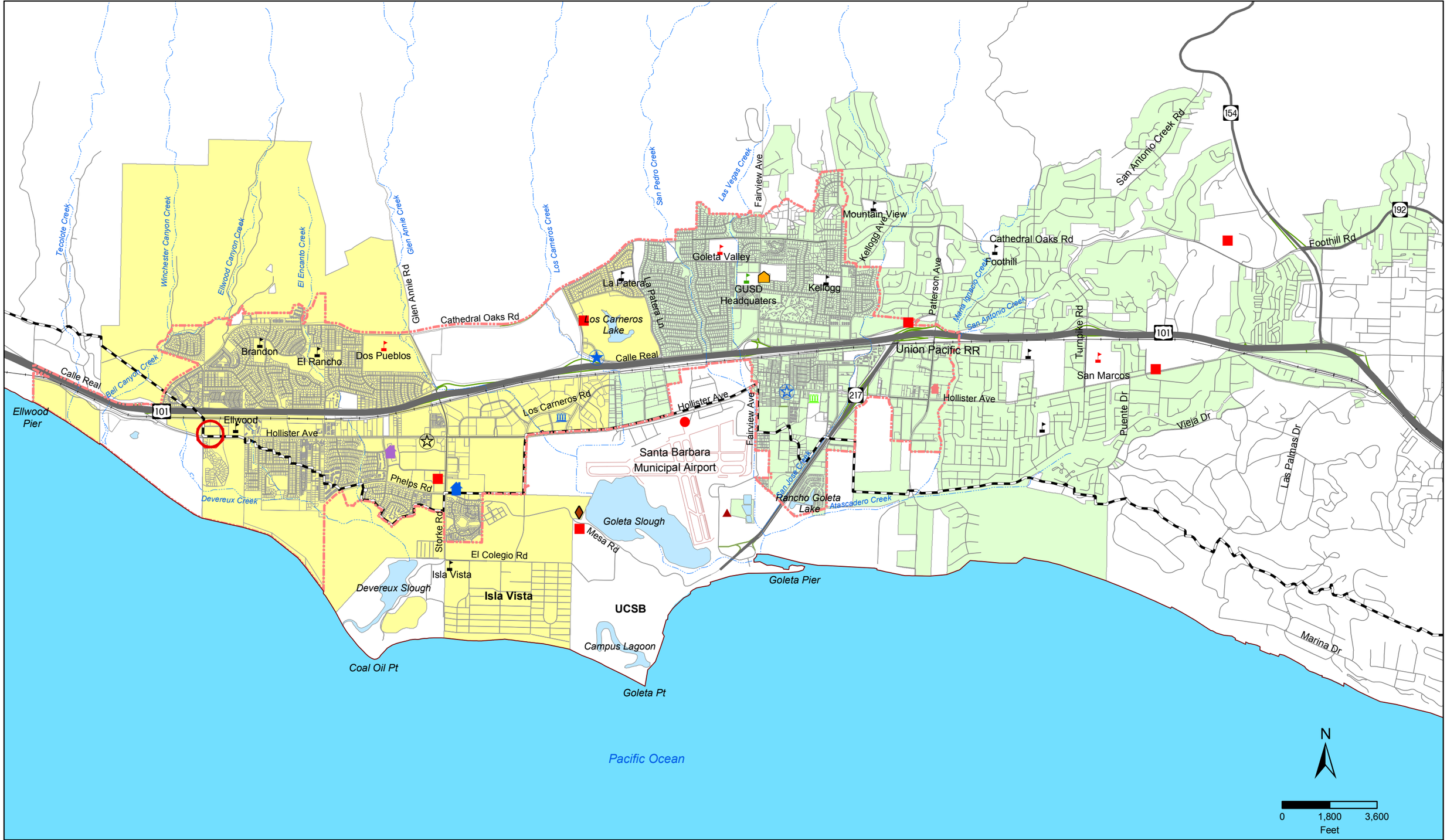
Responsible party: Planning and Environmental Services Department, Community Services Department, Administrative Services Department

PF-IA-2 Capital Improvements Program and Budget. The City shall prepare and maintain a CIP that includes a list of all capital projects needed to implement the General Plan during the planning period and the anticipated costs and funding sources and for each project. The annual budget should include the appropriations for those projects

authorized to be initiated in the next fiscal year. The CIP should be updated annually along with anticipated funding capacities as part of the annual budget process.

Time period: Ongoing

Responsible party: City Manager and all departments



Legend

School Facilities
- Schools - Goleta Union School District
- Goleta Union School District Headquarters
- Goleta Union School District Maintenance Facility
- Schools - Santa Barbara High School District

Fire Facilities
- Fire Stations - Santa Barbara City Fire Department
- Fire Stations - County of Santa Barbara Fire Department
- Future Fire Station-Conceptual Location

Sanitary Sewer Facilities
- Goleta Sanitary District
- Goleta West Sanitary District
- Goleta Sanitary District Plant and Offices
- Goleta West Sanitary District Offices

Law Enforcement Facilities
- CHP
- Old Town Goleta Sheriff Substation
- Goleta West Sheriff Substation

Post Office Facilities
- Goleta Branch P.O. Distribution Center
- Ellwood Post Office
- Goleta Branch Post Office

Other Facilities
- Goleta Valley Community Center
- Goleta City Hall (Leased Facility)
- Goleta Branch Library

Other Features
- Goleta City Boundary
- Coastal Zone
- Creeks

Figure 8-1
PUBLIC FACILITIES MAP

GENERAL PLAN/COASTAL LAND USE PLAN
September 2006