

Goleta New Zoning Ordinance Program

General Plan Policy Implementation Checklist

CHECKLIST FOR IMPLEMENTATION OF GENERAL PLAN: POLICIES RELATED TO NEW ZONING ORDINANCE	
<i>General Plan Element and Policy</i>	<i>Public Review Draft Zoning Ordinance Location</i>
LAND USE ELEMENT	
Goal LU 1: Land Use Plan Map and General Policies - Maintain a land use pattern that provides continuity with the past and present use and development of the city and locates the various uses in a manner that is consistent with the fundamental goals and principles of the plan.	
LU 1.1	Land Use Plan Map. [GP/CP] The Land Use Plan map in Figure 2-1 is hereby adopted. The Land Use Plan map establishes the future distribution, extent, and geographic locations of the various land uses within Goleta. The standards applicable to each of the various use categories and sites are set forth in Policies LU 2 through LU 9.
LU 1.2	Residential Character. [GP/CP] The Land Use Plan map shall ensure that Goleta's land use pattern remains predominately residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor—east and west along Hollister Avenue and US-101. The intent of the Land Use Plan is to protect and preserve residential neighborhoods by preventing intrusion of nonresidential uses that would be detrimental to the preservation of the existing character of the neighborhoods.
LU 1.3	Goleta Old Town. [GP] The City and the City of Goleta Redevelopment Agency shall continue to develop and implement programs to revitalize the Old Town area. When considering development proposals, lots designated for commercial or multifamily residential use that are less than 6,000 square feet shall be encouraged to be combined with any adjacent small lots to provide adequate parking and circulation, minimize driveway cuts on Hollister Avenue and other busy streets, and maximize design potential.
LU 1.4	Employment Centers. [GP] Existing developed office and industrial areas shall be preserved and protected to continue their role of providing employment opportunities for the community. A mix of industries and economic activities is encouraged in order to provide a wide range of employment opportunities and wage levels and to avoid over reliance on any one economic sector.
LU 1.5	Compatibility of Existing and New Industrial Areas with Adjacent Residential Development. [GP/CP] The Zoning Code shall include performance standards that will mitigate the effects of industrial uses and development on nearby residential areas. These standards shall include, but are not limited to, the following subjects: <ul style="list-style-type: none"> a. Air pollution, both direct and indirect; b. Dust; c. Noise; d. Drainage and stormwater runoff; e. Water pollution;

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<p>f. Light pollution; g. Visual impacts; and h. Truck traffic.</p> <p>Standards may include requirements for industrial uses and development to provide an adequate physical buffer or separation as well as fencing and screening to help lessen the effects on adjacent residential development. Performance standards shall be applicable to discretionary approvals pertaining to alteration or expansion of existing industrial uses and development as well as to new industrial uses and development.</p>	
<p>LU 1.6 Retail and Other Commercial Centers. [GP/CP] The priority for commercial uses, including large regional commercial centers, shall be for the types that will meet local needs and those that provide goods and services not now available in the city. Goleta's retail areas shall be designed to serve as community focal points and shall include appropriate outdoor gathering places. Retail and other commercial centers shall provide high levels of maintenance and upkeep to assure their quality appearance.</p>	Chapter 17.08, Commercial Districts
<p>LU 1.7 New Development and Protection of Environmental Resources. [GP/CP] Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent with the standards set forth in the Conservation Element and the City's Zoning Code.</p>	Chapter 17.31, Environmentally Sensitive Habitat Areas
<p>LU 1.8 New Development and Neighborhood Compatibility. [GP/CP] Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.</p>	Part II, Base Zoning Districts
<p>LU 1.9 Quality Design in the Built Environment. [GP/CP] The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals shall include coordinated site planning, circulation, and design. Public and/or common open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p>	Part II, Base Zoning Districts
<p>LU 1.10 Multifamily Residential Development. [GP/CP] The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <p>a. Adequate open space and recreational facilities, such as parks, open spaces, or bike paths as an integral part of the development; community garden areas are encouraged. b. Appropriate amounts of outdoor space for the exclusive use of individual residential units. c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit. d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development. e. Adequate off-street parking.</p>	Chapter 17.07, Residential Districts

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f. Appropriate access by emergency vehicles.	
LU 1.11 Multiple-Use Development. [GP/CP] New larger developments, including multifamily, commercial, retail, office, and industrial uses, shall be designed to incorporate features that enable a choice of various alternative modes of travel, such as transit, biking, and walking. Mixed-use development, where certain commercial and residential uses are provided in a single integrated development project, shall be allowed in appropriate areas, including, but not limited to, the Hollister corridor in Old Town.	Chapter 17.08, Commercial Districts Section 17.25.090, Mixed Use Developments
Goal LU 2: Residential Land Uses - Provide appropriate land areas for the residential needs of existing and future city residents consistent with the existing character of the city's neighborhoods.	
LU 2.1 Residential Land Use Categories. [GP/CP] The residential land use categories, permitted uses, and recommended standards for density and building intensity are shown in Table 2-1. The recommended planned residential densities and building intensities in residential neighborhoods have been established to be consistent with the density, intensity, and scale of existing development in order to reinforce the character of well-established neighborhoods.	Chapter 17.07, Residential Districts
LU 2.2 Residential Use Densities. [GP/CP] All proposed residential projects shall be consistent with the recommended standards for density and building intensity set forth in this plan. The recommended densities described in the policies for the residential use categories and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including: <ul style="list-style-type: none"> a. Environmentally sensitive habitat areas (ESHA). Areas prone to flooding and geologic, slope instability, or other natural hazards. b. Areas with stormwater drainage problems. c. Presence of other significant hazards or hazardous materials. d. Protection of significant public and private views. e. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2). f. Areas with archaeological or cultural resources. g. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time. h. Prevailing densities of adjacent developed residential areas. 	Section 17.07.030, Residential Districts, Development Regulations
LU 2.3 Residential Development Standards. [GP/CP] The following standards or criteria shall be applicable to residential development proposals: <ul style="list-style-type: none"> a. The privacy of existing residential uses in the immediate area shall be protected in the design of new or expanded structures. b. Solar access of residential uses shall be protected in the design of new or expanded structures. Proposals for construction of new or expanded homes shall be required to have a size, bulk, scale, and height that are compatible with the character of the immediate existing neighborhood. 	Section 17.07.030, Residential Districts, Development Regulations
LU 2.4 Single-Family Residential Use Category (R-SF). [GP/CP] The intent of this use category is to identify and protect appropriately located land areas for family living in low-density residential environments. Existing developed areas with this designation were generally subdivided at four units per acre or less and are characterized by a suburban atmosphere. This	Chapter 17.07, Residential Districts

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<p>designation may be applied to provide a transition from the more intensely developed areas of the city to rural open spaces. The designation is also appropriate for areas that are subject to hazards or environmental constraints that limit the suitability of such areas for higher intensity uses. This designation is intended to provide for development of one single-family residence per lot at densities ranging from one or fewer to five units per acre. Assuming an average household size of 2.0 to 3.0 persons, this use category will allow population densities between 2.0 and 15.0 persons per acre.</p>	RS District
<p>LU 2.5 Planned Residential (R-P). [GP/CP] The intent of the Planned Residential designation is to allow flexibility and encourage innovation and diversity in design of residential developments. This is accomplished by allowing a wide range of densities and housing types while requiring provision of a substantial amount of open space and other common amenities within new developments. Clustering of residential units is encouraged where appropriate to provide efficient use of space while preserving natural, cultural, and scenic resources of a site. Planned residential areas may also function as a transition between business uses and single-family residential neighborhoods. This designation permits single-family detached and attached dwellings, duplexes, apartments in multiunit structures, and accessory uses customarily associated with residences. This designation is intended to provide for development of residential units at densities ranging from 5.01 units per acre to 13.0 units per acre, with densities for individual parcels as shown on the map in Figure 2-1. Assuming an average household size of 2.0 to 3.0 persons, this use category will allow population densities between 10 persons per acre and 39 persons per acre.</p>	Chapter 17.07, Residential Districts RPD District
<p>LU 2.6 Medium-Density Residential (R-MD). [GP/CP] This use category permits multifamily housing and accessory uses customarily associated with residences. Development may also include attached and detached single-family dwellings and duplex structures. Medium-density areas may also function as a transition between business uses and single-family residential neighborhoods. This designation is intended to provide for development of residential units at densities of up to 20.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Central Hollister Housing Opportunity Sites as identified in Housing Element Subpolicy HE 11.6 shall provide for development of residential units at densities ranging from a minimum of 20 to a maximum of 25 units per acre in support of the achievement of affordable housing goals. Assuming an average household size of 2.0 to 3.0 persons, the range of population densities allowed in this use category is between 26.0 persons per acre and 60.0 persons per acre. (See related Policy LU 8 and Subpolicy HE 11.6)</p>	Chapter 17.07, Residential Districts RM District
<p>LU 2.7 High-Density Residential (R-HD). [GP] This category permits multifamily housing units and accessory uses customarily associated with residences. Such areas may also function as a transition between higher intensity business uses and medium-density multifamily housing and single-family residential neighborhoods. Housing for special needs populations may be approved at higher than the base density in this designation provided that the City finds that the impacts on traffic, public facilities and services, biological resources, air and water quality, visual resources, or other environmental resources would not be greater than the impacts associated with development at the base density. This designation is intended to provide for development of residential units at densities ranging from 20.01 units per acre to 30.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Assuming an average household size of 2.0 to 3.0 persons, this use category allows population densities between 40 persons per acre and 90 persons per acre.</p>	Chapter 17.07, Residential Districts RH District

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<p>LU 2.8 Mobile Home Park (R-MHP). [GP/CP] This category shall permit planned mobile home parks where sites for placement of individual mobile home units may be unsubdivided and held in a common ownership or subdivided and sold as separate lots to individual mobile home unit owners. The intent is that mobile home park sites be planned as a whole, with an adequate internal vehicular and pedestrian circulation system, adequate common and individual parking, common open space and recreation facilities, and other common amenities. Mobile homes usually provide a more-affordable housing alternative, and this designation is intended to preserve and protect existing mobile home parks in the city. The Mobile Home Park designation is intended to provide for development of residential units at densities ranging up to a maximum of 15.0 units per acre. Assuming an average household size of 2.0 to 3.0 persons, this use category allows population densities between 30.0 persons per acre and 45.0 persons per acre.</p>	<p>Chapter 17.07, Residential Districts RMHP District</p>
<p>Goal LU 3: Provide lands in locations that are suitable, functional, attractive, and convenient for an appropriate mix and scale of residential- and business-serving commercial uses, including business and professional offices, retail trade, business services, and residential mixed uses.</p>	
<p>LU 3.1 Commercial Land Use Categories. [GP/CP] Table 2-2 shows the permitted uses and recommended standards for building intensity in each of the commercial land use designations. The commercial use categories are intended to provide appropriate locations for business uses that serve neighborhoods, the community, the region, and the traveling public while seeking to minimize traffic congestion, visual, and other impacts on surrounding residential areas. The intent of each use category is further described in the following sections.</p>	<p>Chapter 17.08, Commercial Districts</p>
<p>LU 3.2 Regional Commercial (C-R). [GP] This category is intended to provide for a wide range of retail commercial uses, including, but not limited to, larger scale commercial uses that serve the community, the region, and the traveling public. These uses are typically land-extensive. The Regional Commercial use designation provides for commercial uses that require large sites or attract large volumes of activity, such as “large box” retail uses, restaurants, high-volume retail businesses, and professional, personal, and financial services. In order to limit regional traffic impacts, lands designated in this category shall be limited to existing locations of “large-box” uses as of 2005, shown on the Land Use Plan map in Figure 2-1, and no additional areas shall be designated.</p>	<p>Chapter 17.08, Commercial Districts CR District</p>
<p>LU 3.3 Community Commercial (C-C). [GP] The Community Commercial category is intended to allow relatively small commercial centers that provide convenience goods and services to serve the everyday needs of the surrounding residential neighborhoods while protecting the residential character of the area. Uses that may attract significant traffic volumes from outside the Goleta Valley are discouraged. Mixed-use, including residential, development at densities up to 12 units per acre may be permitted subject to approval of a conditional use permit in appropriate locations provided that it is compatible with adjacent uses, does not break up the continuity of commercial use at the sidewalk level, or is not within the airport approach zone as designated in the Safety Element. All community commercial development shall be designed to facilitate and promote pedestrian circulation in and to the area, as well as to link these areas to other activity centers. Noise levels and hours of operation may be regulated to avoid any potential conflict with adjacent residential uses. The size of any mixed-use developments shall be consistent with street and utility capacities. The Fairview Shopping Center and Calle Real Center are included in this designation.</p>	<p>Chapter 17.08, Commercial Districts CC District</p>
<p>LU 3.4 Old Town Commercial (C-OT). [GP] This designation is intended to permit a wide range of local- and community-serving retail and office uses. A major purpose is to enhance the physical and economic environment for existing businesses and uses of the Old Town commercial district, the historic center for the Goleta Valley situated along Hollister Avenue between Fairview Avenue and State Route 217 (SR-217). The following criteria and standards shall apply to lands designated Old Town Commercial:</p>	<p>Chapter 17.08, Commercial Districts OT District</p>

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<p>a. Management of this area shall emphasize improving and reinforcing the character of the area as a pedestrian-oriented retail business area with a mix of businesses and services.</p> <p>b. "Large box" uses shall not be permitted within this use designation.</p> <p>c. Visitor-serving commercial uses, including transient lodging, may be permitted by conditional use permit.</p> <p>d. Existing heavy commercial uses (including printing and auto services and repair) are permitted uses although significant expansion of these activities shall be allowed only by conditional use permit if the expansion is compatible with adjacent uses.</p> <p>e. Allowed uses include retail uses; professional and business office uses; public uses, including governmental administration activities; restaurants; entertainment; cultural activities; personal, financial, and small business services; and various other public and quasi-public uses. See Table 2-2 for a complete listing of permitted uses.</p> <p>f. Any new development in the Old Town Commercial category shall include buildings, pedestrian plazas, design amenities, and facilities that are consistent with the Goleta Old Town Heritage District architecture and design guidelines.</p> <p>g. Continuity of retail and office uses is required at the street or sidewalk level. Residential and office uses may be allowed on the second floor of a structure or behind the portion of a building adjacent to the street, subject to approval of a conditional use permit.</p> <p>h. Residential uses may be approved only in conjunction with a permitted principal nonresidential use on the same site.</p> <p>i. New uses or design features (such as drive-through windows, excessive light and glare) that are incompatible with residential uses or pedestrian-oriented retail activities are prohibited.</p>	
<p>LU 3.5 Intersection or Highway Commercial (C-I). [GP] This use category is intended to provide for a limited variety of commercial uses of low to moderate intensity located at major roadway intersections. Customers are anticipated to drive to these establishments. Uses are limited to various commercial and retail services oriented to the traveling public, including, but not limited to, gas stations, convenience markets, highway-oriented restaurants, and similar uses.</p>	Chapter 17.08, Commercial Districts CI District
<p>LU 3.6 Visitor Commercial (C-V). [GP/CP] This use category is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors. Customers are anticipated to drive or be transported to these establishments by vehicles. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required. Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be permitted uses, regulated through measures including but not limited to owner-occupancy limitations, to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base.</p>	Chapter 17.08, Commercial Districts VS District
<p>LU 3.7 General Commercial (C-G). [GP] The purpose of this category is to provide appropriate sites to accommodate a diverse set of commercial uses that do not need highly visible locations, such as wholesale trade and service commercial, or that may involve activities that reduce compatibility with other uses. Appropriate sites are in locations that may have limited suitability for other more retail-oriented uses. General commercial uses may serve as a buffer between industrial activities or major transportation corridors and residential areas. The following criteria and standards apply to lands within this designation:</p>	Chapter 17.08, Commercial Districts CG District

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<ul style="list-style-type: none"> a. The permitted uses in this classification have similar characteristics to some industrial uses, and mixed-use developments that include residential uses, except for assisted living residential uses, are not allowed. b. While General Commercial uses do not usually generate high volumes of traffic, sites within this designation should be accessible from major arterials in order to minimize the need for traffic to pass through residential areas on local streets. c. Uses that require access by heavy vehicles shall be permitted only in locations where the street can support such heavy vehicle traffic and such uses would be compatible with adjacent uses. d. Heavy commercial uses that may cause noise, air emissions, hazardous materials, or excessive light and glare shall require approval of a conditional use permit. 	
<p>Goal LU 4: Provide lands in areas suitable for businesses that create diverse ty pes of employment opportunities and related economic activities where impacts of these uses on the surrounding residential neighborhoods can be minimized and where traffic impacts can be adequately managed.</p>	
<p>LU 4.2 Business Park (I-BP). [GP/CP] This use designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays, as set forth in LU 1.12. Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited.</p> <p>Performance standards for Business Park uses shall ensure that:</p> <ul style="list-style-type: none"> a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods. b. Lighting from these uses will not interfere or conflict with adjacent nonindustrial properties. c. Signage will be controlled. d. Curb cuts will be minimized and sharing of access encouraged. e. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated. f. Quality landscaping, including outdoor seating areas, will be provided to enhance the visual appeal of the area. 	<p>Chapter 17.09, Office Districts BP District</p>
<p>LU 4.3 Office and Institutional (I-OI). [GP] This designation is intended to provide areas for existing and future office-based uses. Uses allowed include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. In addition, lands designated with a Hotel Overlay may include transient lodging and related uses. Mixed-use developments with residential uses on the same site may be permitted at appropriate locations where the residential uses are compatible with adjacent uses and do not break up the continuity of office and institutional uses.</p> <p>The Office and Institutional use category includes lands intended to support the needs of the Goleta Valley Cottage Hospital and related medical services. These lands, which are in the vicinity of Hollister Avenue and Patterson Avenue, are designated within a Hospital Overlay on the land use plan map (Figure 2-1). The following shall apply solely to lands within the Hospital Overlay:</p>	<p>Chapter 17.09, Office Districts OI District</p>

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<p>a. The recommended structure height set forth in Table 2-3 is increased from 35 feet to 55 feet for hospital buildings and to 45 feet for medical office buildings, provided however that no building shall exceed 3 stories in height. The heights of hospital and medical office buildings shall be the minimum height necessary to comply with applicable state hospital construction standards and/or technical requirements.</p> <p>b. The maximum recommended lot coverage ratio set forth in Table 2-3 is increased from 0.4 to 0.6 for hospitals and to 0.5 for medical office buildings.</p>	
<p>LU 4.4 Service Industrial (I-S). [GP/CP] This designation is applied to properties within the airport flight path where airport operations limit the range and density of activities that may be allowed. Densities shall not exceed 25 persons per acre to conform to the Airport Land Use Plan and airport operations, as well as to maintain acceptable levels of service on roadways serving these areas. Uses may occur in a less-managed environment than in the Business Park category. Allowed uses include warehouses, storage, outdoor storage (including storage of vehicles and recreational vehicles), automotive sales and rentals, manufacturing, heavy commercial uses, and similar uses that may be compatible with airport operations. The processing or storage of flammable or hazardous materials shall be strictly controlled. Near the airport, heights of structures and landscaping shall be limited so as not to interfere with the airspace in the airport approach zone and clear zone.</p>	Chapter 17.10, Industrial Districts IS District
<p>LU 4.5 General Industrial (I-G). [GP/CP] This designation is intended to provide land areas for a wide range of manufacturing uses, including those with potential noxious impacts, and for similar heavy commercial uses. Uses in these areas may occur in a less managed environment than in the Business Park designation. The processing or storage of hazardous materials shall be strictly controlled and subject to necessary permits in accordance with state and federal law. Uses appropriate in this land use designation include but are not limited to general manufacturing, assembly and fabrication, heavy commercial uses, high-technology manufacturing, research and development, wineries, breweries, building and construction services, and public facilities.</p>	Chapter 17.10, Industrial Districts IG District
Goal LU 5: Provide land areas for governmental administration and operations, schools, fire stations, and other public and institutional uses within the city.	
<p>LU 5.2 Public and Quasi-Public Use (P-QP). [GP] This designation is intended to identify existing and planned land areas for public facilities, such as, but not limited to, community centers, governmental administration, governmental operations, libraries, and public schools. The designation also allows quasi-public uses, such as private schools, religious institutions, lodges, social clubs, day care centers, and similar uses. Land within the rights-of-way for US-101 and SR-217 are also designated within this use category. Public and quasi-public uses are also permitted in various other land use categories in order to provide maximum flexibility in determining locations for future public facilities. The Public and Quasi-Public use category does not include public and private parks, recreation, or open space, which are accommodated in a separate use category.</p>	Chapter 17.11, Public and Quasi-Public Districts PQ District
Goal LU 6: Provide land areas for public parks, recreation, and open space land uses and private recreational lands within the city and recognize the importance of their contribution to the overall quality of life in Goleta.	
<p>LU 6.2 Open Space/Passive Recreation. [GP/CP] This use category is intended to identify and reserve areas with significant environmental values or resources, wildlife habitats, significant views, and other open space values. It may be used to designate both private and public open space areas. The category includes areas reserved for natural drainage courses that may be managed as part of the City's stormwater management program. The following criteria and standards shall apply to lands within this designation:</p> <p>a. Open space lands are intended to maintain the land in a natural condition in order to protect and conserve sensitive habitats.</p>	Chapter 17.12, Open Space and Agricultural Districts OSPR District

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<ul style="list-style-type: none"> b. Resource management activities, including, but not limited to, habitat restorations, are permitted. c. Minimal improvements to accommodate passive public use, such as trails, nature education, beach access, and public viewing areas, are permitted. d. Except for existing facilities, active recreational uses involving structures or improvements to the land shall not be permitted. e. Limited parking and public access improvements may be allowed provided that any adverse impacts on the associated resources are either avoided or mitigated. 	
<p>LU 6.3 Open Space/Active Recreation. [GP/CP] This designation is intended to identify existing or planned areas for public parks and active recreational activities and facilities, such as playgrounds, picnic areas, tennis courts, ballparks, and sports fields. This use category is also intended to apply to significant private outdoor recreational facilities, such as golf courses and privately owned parks. Individual recreational areas may include a mix of passive and active recreational features or improvements. Appropriate caretaker facilities and residences may also be allowed if consistent with the character of the planned uses. The designation may also include storm drainage facilities.</p>	Chapter 17.12, Open Space and Agricultural Districts OSAR District
<p>Goal CD 7: Preserve existing agricultural lands and reserve vacant lands suitable for agriculture to maintain the option of future agricultural uses, including local production of food commodities.</p>	
<p>LU 7.4 Permitted Uses. [GP] The Agriculture designation allows for a wide range of agricultural uses, including, but not limited to, grazing, raising of livestock and poultry, orchards, vineyards, growing of food and fiber crops, nurseries, and other forms of horticulture. Structures customary and incidental to agricultural activities are permitted, including one primary dwelling unit; farmworker housing, limited to workers employed on-site; barns; storage sheds; fences; and similar improvements. Except for these structures and appropriate utility and access improvements, activities or structures that impair the productivity of soils shall not be allowed. Retail sale of produce and products produced on the site, products produced by wineries and other small-scale processing facilities, and agricultural products grown off-site are allowed subject to approval of a conditional use permit.</p>	Chapter 17.12, Open Space and Agricultural Districts AG District
<p>Goal LU 8: Promote coordinated planning and development of designated medium-density residential sites in the Central Hollister area in order to create a quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood.</p>	
<p>LU 8.1 Applicability. [GP] Twenty-four vacant parcels of land totaling 68.25 acres, situated largely within North Willow Springs and the Raytheon Specific Plan area, are designated for future medium-density residential development. This area lies between Hollister Avenue and the Union Pacific railroad tracks, extending from east of Los Carneros Way to Storke Road. These vacant lands, a portion of which is interspersed with existing Business Park development, collectively include a large portion of the residential development capacity defined by this plan.</p>	Chapter 17.07 Residential Districts, RM Chapter 17.18 –AHO Affordable Housing Overlay District
<p>LU 8.2 Purpose. [GP] The intent for this area is to enable new residential development on the existing vacant parcels along with provision of incidental and subordinate small-scale commercial uses that will serve the needs of existing employees and future residents in the immediate area. The nonresidential development should be clustered at a single site or a small number of individual sites west of Los Carneros Way. A related intent is to enable transit-oriented development along the city’s primary transportation corridor so as to efficiently utilize existing infrastructure, reduce future increases in automobile travel, and support use of alternative, less-polluting modes of travel.</p>	Chapter 17.08 Commercial Districts, CG Chapter 17.09 Office Districts, BP

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<p>LU 8.3 Permitted Uses. [GP] The land area addressed by this policy shall be subject to a new Central Hollister Residential Overlay Zone, or district, that defines the scope, extent and character of neighborhood-serving nonresidential uses and development that may be permitted.</p>	<p>Chapter 17.07 Residential Districts, RM Chapter 17.08 Commercial Districts, CG Chapter 17.09 Office Districts, BP Chapter 17.18 –AHO Affordable Housing Overlay District</p>
<p>LU 8.4 Affordable Housing Development. [GP] The land area addressed by this policy, which was redesignated from nonresidential to residential use through adoption of this plan, is intended to accommodate a substantial portion of the future production of affordable housing units within the city. These sites shall be subject to an Affordable Housing Overlay Zone.</p>	<p>Chapter 17.18 , -AHO Affordable Housing Overlay</p>
<p>LU 8.6 Performance Standards. [GP] Performance standards applicable to development within this area shall ensure that:</p> <ol style="list-style-type: none"> a. The scale and design of uses are compatible with each other and reinforce the character and functions of other uses in the area and surrounding areas. b. The timing of new development will ensure a balance of housing and commercial uses. c. Lighting, noise, odors, and air pollutant emissions from commercial and Business Park uses will not interfere or conflict with residential uses. d. Signage will be controlled and limited to maintain an attractive living environment. e. Curb cuts for driveway access to individual properties will be minimized and sharing of access encouraged. f. Efficient and attractive pedestrian and bicycle connectivity will be provided between uses. g. Pedestrian-oriented outdoor spaces will be provided at strategic locations in the development. h. Adequate and safe motorized and nonmotorized access to each site is provided. 	<p>Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts</p>
<p>Goal LU 9: Coastal-Development and –Related Uses– Designate lands in appropriate locations near or on the shoreline for uses that are dependent upon coastal locations and cannot readily be provided at inland sites.</p>	
<p>LU 9.1 Site #1 – Coastal Resort Parcels (Visitor Commercial). [GP/CP] The Land Use Plan map designates the lands that comprise the Bacara Resort as Visitor Commercial. This site is the only shoreline land in the City that is designated in this category or that is suitable for this type of use. The requirements applicable to this property are as follows:</p> <ol style="list-style-type: none"> a. The site shall continue to be used for transient lodging, such as a hotel, and various facilities and services accessory to transient lodging, such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal resources. b. Residential use shall be prohibited. 	<p>Chapter 17.08, Commercial Districts VS District</p>

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<ul style="list-style-type: none"> c. All transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be limited to occupancy for no more than 30 consecutive days at any one time and shall be available for overnight stays by the general public. d. Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be a permitted use regulated by mechanisms such as owner-occupancy limits, to ensure that these accommodations are available to the general public. e. Approval of any proposal for transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall limit occupancy by owners of individual units to 30 or fewer consecutive days for any single stay and no more than 90 total days in any calendar year. All transient lodging units in above-mentioned forms of ownership shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied. f. Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach. "Maintain or expand" is clarified to include flexibility, if at least one of the following is met: <ul style="list-style-type: none"> 1. To provide better protection of coastal resources; 2. To maximize public access; and/or 3. If natural processes impede existing access. g. Any expansion or alteration of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element. 	
<p>LU 9.2 Site #2 – Coastal Recreation. [GP/CP] This parcel, occupied as of 2005 by the Venoco EOF, is designated in the Open Space/Active Recreation use category. The requirements applicable to this site are as follows (see Figure 2-2):</p> <ul style="list-style-type: none"> a. The Recreation designation shall continue the nonconforming status of the existing use. The use was nonconforming at the time of incorporation of the City of Goleta. Its nonconforming status dates to the early 1990s when the property's zoning was changed by the County of Santa Barbara to the Recreation District as part of a plan to consolidate onshore oil and gas processing at the Las Flores Canyon site in the unincorporated area west of Goleta. b. The intent is that in the long-term use of the property for oil and gas processing shall be terminated. The processing of hazardous materials and the risks associated with air emissions make this location, which is adjacent to Bacara Resort and Sandpiper Golf Course and near Ellwood School and the residential neighborhoods of Santa Barbara Shores and Winchester Commons, unsuitable for oil and gas processing in the long term. c. Until such time as the oil and gas processing use is terminated, any modifications or alternations of the existing facilities shall be in accordance with the provisions of LU 10.1 and shall be designed to improve air quality, reduce environmental impacts and hazards, and improve safety for nearby lodging, recreational, and residential uses. d. Upon termination of the oil and gas processing use, the priority use for the site shall be coastal-dependent and coastal-related recreational uses that are conducted primarily outdoors or limited to small-scale structures. Adequate on-site parking shall be provided to serve all recreational uses (see related Policy OS 2). 	<p>Chapter 17.12, Open Space and Agricultural Districts OSAR District</p>

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<p>LU 9.3 Site #3 – Coastal Recreation Parcels. [GP/CP] These parcels, which were occupied by the Sandpiper Golf Course as of 2005, are designated in the Open Space/Active Recreation use category. The requirements applicable to this site are as follows (see Figure 2-2):</p> <ul style="list-style-type: none"> a. The Sandpiper site shall continue to be used for golf course and other related outdoor recreation purposes. b. The golf course shall be maintained as a public course and shall not be converted to a members-only course. c. Any future project that requires a discretionary approval by the City shall be subject to a condition that requires preference to be given to local residents in terms of fees and tee times during appropriate time periods each week. d. The size and design of any new buildings and structures, or expansions and alterations of existing buildings, shall be controlled so as to preserve the character of the property as open land and minimize impacts on views of the ocean and Channel Islands from Hollister Avenue and views of the Santa Ynez Mountains from within the property and from beach and water areas. e. Any new development or alternation of the existing facilities and golf course shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach. Lateral bluff-top access may also be considered and should connect with the bluff-top trail on Santa Barbara Shores Park, with a transition down the bluff to the SL 421 access road. The intent is to secure access easements, or offers to dedicate, that will provide for lateral access during all seasons and tide conditions. Conceptual locations for future coastal accessways are shown on Figure 3-1 in the Open Space Element (see also OS 1.7). f. Any commercial uses, including restaurants, shall be open to the general public. g. Views from Hollister Avenue to the ocean and islands shall be preserved. Perimeter walls and landscaping that would obstruct or impair coastal views shall not be permitted. h. Any rerouting or alteration of the golf course shall be designed in a manner that protects and enhances environmental resources, including adjacent monarch butterfly habitat areas, Devereux Creek, and other drainages, and that protects safety on the beach. <p>(See related Policies OS 1 and OS 2.).</p>	<p>Chapter 17.12, Open Space and Agricultural Districts OSAR District</p>
<p>LU 9.4 Site #4 – Santa Barbara Shores Park and Sperling Preserve Parcels (Open Space/Passive Recreation). [GP/CP] This group of parcels, with a total of about 229 acres, is owned by the City. These lands are subject to deed restrictions that require the use of the property to be restricted in perpetuity to passive recreational activities and habitat protection. The criteria applicable to these parcels are as follows (see Figure 2-2):</p> <ul style="list-style-type: none"> a. All future actions shall be consistent with the primary purposes of (1) preserving and enhancing the properties’ sensitive habitats, including habitats for monarch butterflies, various raptors, and western snowy plovers, as well as vernal pools, riparian areas, native grasslands, coastal scrub, and other sensitive aquatic and terrestrial habitats and (2) preserving or improving the past level of access and use by the public. b. Any development of structures shall be limited to a public restroom facility to be located at the public parking lot at Hollister Avenue. 	<p>Chapter 17.12, Open Space and Agricultural Districts OSPR District</p>

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<p>c. An extensive coastal access trail system shall be maintained, as shown in Figure 3-2 of the Open Space Element. The trails shall include segments of the California Coastal Trail and the Juan Bautista de Anza Historic Trail.</p> <p>d. Any trail improvements shall be designed to maintain the natural, low-impact appearance of the existing informal trails; surfacing materials shall be limited to compacted fines or native soil materials without binders. The widths of trails shall be the minimum necessary to accommodate the planned types of users.</p> <p>e. A public coastal access parking lot, not to exceed 45 parking spaces, shall be maintained at Santa Barbara Shores Park, with vehicular access from Hollister Avenue.</p> <p>f. Any ornamental landscaping shall be limited to native species that will maintain the natural appearance of the area and that will not impair or obstruct scenic views from Hollister Avenue to the coastal bluffs, Pacific Ocean, and Channel Islands and preserve views from within the property to the Santa Ynez Mountains.</p> <p>(See related Policy OS 5 and Figures 3-3 and 3-4.)</p>	
Goal LU 10: Energy-Related On-and Off-Shore Uses – Promote the discontinuation of onshore processing and transport facilities for oil and gas, the removal of unused or abandoned facilities, and the restoration of areas affected by existing or former oil and gas facilities within the city	
<p>LU 10.2 Decommissioning of the Venoco Ellwood Onshore Oil and Gas Processing Facility. [GP/CP] The following requirements shall apply to the cessation of operations and decommissioning of the facility:</p> <p>a. Within 12 months of cessation of operations, the existing owner/operator shall submit an Abandonment Plan application for City review and approval. The Abandonment Plan shall include a detailed description of all decommissioning work and site restoration, including, but not limited to, remediation of soil and groundwater contamination if required by the City or County Fire Department. Removal of all oil and gas facilities and debris from the site shall be required, except where such removal would result in greater adverse impacts than abandonment in place. Disposition of all materials shall be at a properly licensed disposal site and in compliance with any applicable requirements. The estimated cost of the decommissioning work shall be deposited to an escrow account no later than the time the Abandonment Plan is submitted to the City.</p> <p>b. An Abandonment Plan shall also be required as part of any request for expansion of production levels for oil or gas. This Abandonment Plan shall be subject to a requirement for the owner/operator to provide a sinking fund or other financial instrument or surety that would pay for the full costs of decommissioning, including any required soil or groundwater remediation.</p> <p>c. The owner/operator shall commence the decommissioning activities within 2 years of the cessation of operations and shall complete removal of all oil and gas facilities within 2 years following the start of the decommissioning project.</p> <p>d. Decommissioning shall include restoration of the EOF site to a natural condition or to a condition that is suitable for the uses and development that are allowed within the Open Space/Active Recreation use category designated for the property. Restoration shall include recontouring the site, if appropriate, and revegetation with suitable native plant material. The restoration plan shall be prepared by the owner/operator and shall be subject to review and approval by the City.</p>	<p>Chapter 17.38, Oil and Gas Facilities</p>

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<p>LU 10.3 Oil and Gas Transport and Storage Facilities. [GP/CP] Existing active oil and gas pipelines and storage facilities as of 2005 are associated with transporting oil and gas from Platform Holly and shoreline wells at S.L. 421 to the EOF and to Line 96, which transports oil from the EOF to the Ellwood Marine Terminal (EMT). Inactive and abandoned pipelines may exist at various locations within the city, particularly near the shoreline. The following shall apply to oil and gas transport and storage facilities within the city:</p> <ul style="list-style-type: none"> a. New oil and gas pipelines and storage facilities, except for transmission and distribution facilities of a Public Utility Commission (PUC) regulated utility, shall not be approved within the city unless there is no feasible or less environmentally damaging alternative location for a proposed pipeline. Existing facilities shall be maintained and operated in a manner that assures safety, minimizes or avoids risks of leakage or rupture, and that avoids impacts to visual and recreation and scenic resources, including beaches. Alterations or replacement of existing pipelines or segments of pipelines shall be limited to the minimum necessary to ensure safety or prevent environmental damage. b. In the event that extended field development from Platform Holly is approved, the City supports the processing of oil and gas production at the South Coast Consolidation Planning Area at Las Flores Canyon. Any increase in throughput above currently permitted levels shall require a General Plan amendment and rezone of the EOF site to a use category and zoning district that allow oil and gas processing. c. Unused, inactive, or abandoned pipelines as of 2005, including the remnants of the Arco pipeline, shall be required to be decommissioned. An Abandonment Plan application shall be required to be submitted for City review and approval. Where such pipelines exist on property that is proposed for development or redevelopment, the Abandonment Plan application shall be submitted concurrent with the application for development of the property but shall be processed separately. d. Existing pipelines that were actively used as of 2005 shall be decommissioned as part of and concurrent with the decommissioning of the related oil and gas facilities, such as the EOF, EMT, the S.L. 421 shoreline wells and piers, and Platform Holly. e. When onshore and offshore oil and gas pipelines are decommissioned, regardless of whether the pipeline was active or unused as of 2005, the pipeline and all related debris shall be removed. Exceptions may be granted for segments of onshore pipelines that are within city street rights-of-way or that traverse environmentally sensitive habitat areas, provided that the applicable pipeline segments are properly cleaned and treated prior to abandonment in place. Areas of ground disturbance shall be restored to pre-project conditions, including revegetation of the affected area. Where segments of pipelines that traverse environmentally sensitive habitats, including, but not limited to, wetlands, streams, or coastal dunes and beaches, are decommissioned and/or removed, all affected habitat areas shall be restored consistent with the character of the habitat. f. The existing owner/operator of a pipeline to be decommissioned shall be responsible for all costs related to the decommissioning. When a responsible owner/operator of an inactive or abandoned pipeline cannot be found, any successor in interest shall be the responsible party, including the owner of the real property on which the pipeline is situated 	<p>Chapter 17.38, Oil and Gas Facilities</p>
<p>LU 10.4 State Lands Commission Lease 421. [GP/CP] Two idle wells, one for oil production and one for wastewater injection, and related piers exist as of 2005 in state tidelands at the Pacific shoreline below the Sandpiper Golf Course property. These are the last two remaining shoreline oil wells in the state. Production has been idled since 1994 when the former owner/operator stopped operations following a pipeline rupture and oil spill. The location of the wells within the tidal zone results in a risk of discharge of oil</p>	<p>Chapter 17.38, Oil and Gas Facilities</p>

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<p>into the seawater in the event of failure of the wells or their components. S.L. 421 is served by several onshore facilities, including pipelines and an access road protected by a riprap seawall at the base of the bluff. The current owner, Venoco, has an interest in recommissioning production at the idled oil well. The following policy applies to S.L. 421 and the related onshore facilities:</p> <ol style="list-style-type: none"> a. The City’s intent is that oil production not be recommenced at S.L. 421 because of the environmental hazards posed by the resumption of oil production and processing over coastal waters and the impacts to visual resources and recreation at the beach. Unless it is determined that there is a vested right to resume production at S.L. 421, the City supports termination of the lease by the State Lands Commission (SLC) and/or a quitclaim of the lease by the owner/operator. b. If resumption of production is considered for approval, on-pier processing of the oil at a site within the tidal zone should not be approved unless it is demonstrated that there is no feasible and less environmentally damaging alternative to processing on the pier. The development of new processing facilities over the sea would result in an increased and unacceptable level of risk of environmental damage. c. Decommissioning and proper abandonment of S.L. 421 facilities, including the piers and riprap seawall, shall be required concurrent with decommissioning of the EOF or immediately upon termination of S.L. 421. An Abandonment Plan application shall be submitted by the owner/operator within 12 months following an action to terminate the lease. The owner/operator shall commence the decommissioning activities within 2 years of the action to terminate the lease. All work to remove S.L. 421 facilities shall be completed within 3 years after starting the decommissioning project. d. Decommissioning work shall include restoration of the site to its natural preproject conditions. Restoration plans shall be subject to review and approval by the City.. 	
<p>LU 10.5 Ellwood Marine Terminal. [GP] The onshore portion of the existing EMT is located just outside the city boundary on lands leased by Venoco from the University of California, Santa Barbara. The current lease expires in January 2016. The portion seaward of the mean high tide line is subject to a lease from the State Lands Commission and includes an undersea pipeline that extends to a mooring area for barges. The onshore component of the EMT is situated adjacent to the City-owned Ellwood Mesa Open Space Preserve. Oil is transported to the EMT from the EOF via the Line 96 pipeline.</p> <ol style="list-style-type: none"> a. The City supports the termination of the lease between UCSB and Venoco at, or prior to, the present expiration date in January of 2016. b. Upon cessation of use, the EMT should be properly decommissioned, including removal of the onshore and offshore portions of the facility, except where such removal would result in greater adverse impacts than abandonment in place, and the site should be restored to a natural condition with appropriate revegetation. c. The City supports the cessation of transport of oil by barge or tanker. In the event of new production at Platform Holly from extended-reach drilling of new wells, the City supports the transport of the new oil and gas production by pipeline to the Las Flores Canyon area for processing. 	Chapter 17.38, Oil and Gas Facilities
<p>LU 10.6 Oil and Gas Production Areas. [GP] As of 2005, all oil and gas transported by or processed at facilities within the city was produced from wells in offshore lease areas. These include leases within state waters administered by SLC, specifically State Leases 421, 3120, and 3242. Leases beyond the 3-mile boundary of the state within the waters of the outer continental shelf (OCS) are administered by the U.S. Minerals Management Service (MMS).</p>	Chapter 17.38, Oil and Gas Facilities

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<p>a. The City shall oppose any new leases in the western Santa Barbara Channel for offshore oil and gas production within state waters and within the waters of the outer continental shelf.</p> <p>b. The City shall oppose the construction of any new oil and gas production or processing facilities in the waters offshore of Goleta.</p> <p>c. Upon cessation of production at Platform Holly, the City supports the timely quitclaim of all associated leases, permanent discontinuation of all oil and gas production, and inclusion of all former lease areas into the California Coastal Sanctuary offshore of Goleta and the County of Santa Barbara.</p> <p>d. If oil and gas production from new offshore leases or facilities occurs, the new production shall not be processed at the EOF. Any such production should be transported by pipeline to the nearest consolidated processing facility as defined by the County of Santa Barbara's South Coast Consolidation Planning Area policies.</p>	
Goal LU II Growth Management – Manage the timing of future growth based on maintenance of service levels and quality of life.	
<p>LU II.1 Pacing of Growth. [GP] The City shall ensure that the timing of new development is consistent with resource and service constraints, including, but not limited to, transportation infrastructure, parks, water supply, sewer system capacity, and energy availability. (See also LU Guiding Principle and Goal #9; LU I.13; TE 1.2; TE 13; TE 14; PF Guiding Principles and Goals #6, 7 and 9; PF 4; PF 7.1; PF 7.2; HE 3).</p>	Section 17.55.040, Use Permits, Required Findings
LU – IMPLEMENTATION ACTIONS	
<p>LU-IA-1 Preparation and Adoption of New Zoning Code and Map. A new zoning code to replace the County zoning code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new Zoning Code and Zoning Map are required to implement the policies set forth in the Land Use and other elements of this plan. A single, unified zoning code that includes zoning regulations applicable to inland areas and the coastal zone is anticipated. The portion of the zoning code applicable to the coastal zone will be subject to certification by the California Coastal Commission. Time period: 2006 to 2007 Responsible parties: Planning and Environmental Services Department, Planning Commission, and City Council.</p>	New Zoning Ordinance and Map
<p>LU-IA-4 Neighborhood Compatibility Ordinance/Program. This program may consist of two parts: design criteria and a neighborhood compatibility ordinance (NCO). The NCO may be included within the new zoning code and could include standards for residential districts pertaining to Floor Area Ratios, height, bulk and scale, coverage by impervious surfaces, off-street parking, and other standards that are appropriate to provide for compatibility of new development and remodels with existing development in the immediate neighborhood, ensure access to sunlight and air, protect scenic views, and maintain privacy. Time period: 2006 to 2007 Responsible party: Planning and Environmental Services Department and City Council</p>	Part II, Base Zoning Districts
<p>LU-IA-6 South Kellogg Industrial Area Compliance Program. The City shall establish a systematic program to achieve land use compatibility between the South Kellogg Industrial Area and the adjacent residential area. The program shall include the components set forth in LU 4.6 and others as appropriate. Time period: 2006 through 2009 Responsible parties: Property Owners and Businesses; Planning and Environmental Services Department; Neighborhood Services and Redevelopment Department</p>	Section 17.25.170 Stormwater Management Chapter 17.40, Performance Standards
TRANSPORTATION ELEMENT	
Goal TE I: Integrated Multi-Modal Transportation System	

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<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>Chapter 17.39, Parking and Loading Section 17.55.070, Use Permits, Conditions of Approval</p>
<p>Goal TE 2: Transportation Demand Management – Attempt to influence individual travel behavior, particularly at larger-scale employers, to lower future increases in peak-hour commute trips and other trips by persons in single-occupant vehicles.</p>	
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>Part II, Base Zoning Districts, Section 17.25.090 Mixed Use Development</p>
<p>Goal TE 7: Public Transit (Bus Transportation) – 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. Increase bus ridership levels in order to reduce peak-period automobile trips on area roadways.</p>	
<p>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.</p>	<p>17.08.040, Supplemental Regulations Applicable to all Commercial Districts Chapter 17.39, Parking and Loading</p>

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Goal TE 8: Rail Transportation – 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 Venture County and Goleta.	
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.	Part II, Base Zoning Districts
Goal TE 9: Parking – 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. 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.	Chapter 17.39, Parking and Loading
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.	Chapter 17.39, Parking and Loading
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.	Chapter 17.39, Parking and Loading
TE 9.4 Parking within Commercial and Industrial Areas. [GP/CP] The following standards shall apply to parking within nonresidential areas: <ol style="list-style-type: none"> 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. 	Chapter 17.39, Parking and Loading

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<ul style="list-style-type: none"> 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. 	
<p>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:</p> <ul style="list-style-type: none"> 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. 	Chapter 17.39, Parking and Loading
<p>TE 9.6 Old Town Parking. [GP] The following criteria and standards shall apply to parking in the Goleta Old Town area:</p> <ul style="list-style-type: none"> a. ... 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... 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. 	Chapter 17.39, Parking and Loading
<p>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.</p>	Chapter 17.39, Parking and Loading
Goal TE 10: Pedestrian Circulation – Encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.	
<p>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</p>	Part II, Base Zoning Districts

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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.	
Goal TE 11: Bikeways Plan – 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 11.4 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.	Section 17.39.080, Bicycle Parking
TE – IMPLEMENTATION ACTIONS	
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)	Section 17.39.060, Parking In-Lieu Fee
OPEN SPACE ELEMENT	
Goal OS 1: Lateral Shoreline Access – Provide for the creation of continuous public lateral beach and bluff-top access along the entire Goleta shoreline and increase and enhance opportunities for enjoyment of beach, shoreline, and bluff-top areas, consistent with the natural shoreline character, private property rights, and public safety.	
OS 1.3 Preservation of Existing Coastal Access and Recreation. [GP/CP] Goleta’s limited Pacific shoreline of approximately two miles provides a treasured and scarce recreational resource for residents of the city, region, and state. Existing public beaches, shoreline, parklands, trails, and coastal access facilities shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4).	Chapter 17.26, Coastal Access
OS 1.4 Mitigation of Impacts to Lateral Coastal Access. [GP/CP] New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public access and recreation along the beach and shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown on the map in Figure 3-1.	Chapter 17.26, Coastal Access
OS 1.6 Dedication of Lateral Beach Accessways. [GP/CP] Lateral beach access along the entire length of Goleta’s shoreline shall be required. Access easements shall be a required condition for approval of coastal development permits for projects within the city, provided there is a clear nexus to project impacts and the required condition is roughly proportional to the extent of the impacts. The following criteria and standards shall apply to lateral accessways:	Chapter 17.26, Coastal Access

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<ul style="list-style-type: none"> a. The access easement, or offer to dedicate, shall apply to the beach area extending from the mean high tide line landward to the base of the ocean bluffs. Where there is no ocean bluff, the area shall extend to the nearest nonbeach natural feature, but generally shall not be less than 25 feet in width. b. It shall be the intent of the City to accept all dedications or offers to dedicate for lateral beach access for areas located within the city boundaries. If the City is unable to accept the dedication of particular access easements, it shall have authority to designate another public entity or a private nonprofit organization such as a land trust to accept the easement, provided the entity is willing to operate and maintain the easement. c. Mitigation measures that require dedication of public access and recreational opportunities shall be implemented prior to or concurrent with construction of the proposed development or initiation of the proposed use in instances where there is no physical development. 	
<p>OS 1.7 Lateral Bluff-Top Accessways. [GP/CP] Lateral bluff-top access easements, or offers to dedicate easements, may be required as a condition of approval of coastal development permits for projects located on shoreline parcels, provided there is a clear nexus to project impacts and the required condition is roughly proportional to the extent of the impacts. The intent shall be to provide a trail along the entire shoreline of the city that is usable during all seasons and tide conditions, extending from the eastern boundary of the City-owned Sperling Preserve westward through the Bacara Resort site to the City’s western boundary. Some segments of the trail, such as part of the alignment on the Sandpiper Golf Course property, may be located below the bluff but above the beach on an access road to State Lease 421.</p>	Chapter 17.26, Coastal Access
<p>OS 1.8 Prescriptive Access Rights. [GP/CP] Public prescriptive rights may exist in certain areas along the beach and shoreline within Goleta. Development shall not interfere with the public’s right of access to the sea where such right has been acquired through historic use or legislative authorization. Where there is substantial evidence that such rights exist, these rights shall be protected through public acquisition measures or through conditions imposed on approvals of permits for new development.</p>	Chapter 17.26, Coastal Access
<p>OS 1.9 Siting and Design of Lateral Accessways. [GP/CP] Public accessways and trails shall be an allowed use in environmentally sensitive habitat areas (ESHAs). The following criteria and standards shall apply to the siting and design of lateral accessways:</p> <ul style="list-style-type: none"> a. Sensitive habitat areas shall be avoided to the extent practicable in circumstances where there are feasible alternative alignments of lateral accessways. b. Except as expressly provided for the Anza Trail (in Policy OS 4), all lateral accessways shall be designed to use native beach or soil materials and have no more than the minimum width needed to accommodate the intended type(s) of users. c. Lateral beach accessways shall be maintained in a natural condition free of structures and other constructed facilities and shall be limited to native sand supply. d. Lateral beach accessways shall be sited, designed, managed to avoid and/or protect marine mammal hauling grounds, seabird and shorebird nesting and roosting sites, sensitive rocky points and intertidal areas, and coastal dunes. e. New public beach facilities shall be limited to only those structures that provide or enhance public access and recreation activities. No structures shall be permitted on sandy beach areas. f. All lateral shoreline access and recreation improvements shall be designed to minimize any adverse impacts to visual resources and shall be compatible with maintenance of a natural appearance. 	Chapter 17.26, Coastal Access Chapter 17.31, Environmentally Sensitive Habitat Areas

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<p>g. Signs shall be designed to minimize impacts to scenic coastal resources and shall be limited to trail markers and regulatory and interpretative signs. Commercial signs are prohibited.</p>	
<p>OS 1.10 Management of Public Lateral Access Areas. [GP/CP] The following criteria and standards shall apply to use and management of lateral shoreline access areas:</p> <ul style="list-style-type: none"> a. Private commercial uses of public beach areas shall be limited to coastal-dependent recreational uses, including but not limited to surfing schools, ocean kayaking, and similar uses. All commercial uses of beach areas and other lateral accessways shall be subject to approval of a permit by the City. The number, size, duration, and other characteristics of commercial uses of beach areas may be limited in order to preserve opportunities for use and enjoyment of the beach area by the general public. For-profit commercial uses at the City-owned Santa Barbara Shores Park and Sperling Preserve (the Ellwood-Devereux Open Space and Habitat Management Plan [OSHMP] area) are prohibited (see related Policy OS 5). b. Temporary special events shall minimize impacts to public access and recreation along the shoreline. Coastal Development Permits shall be required for any temporary event that proposes to use a sandy beach area and involves a charge for admission or participation. c. Where sensitive habitat resources are present, limited or controlled methods of access and/or mitigation designed to eliminate or reduce impacts to ESHAs shall be implemented. d. The hours during which coastal access areas are available for public use shall be the maximum feasible while maintaining compatibility with nearby neighborhoods and land uses. The hours for public use shall be set forth in each individual coastal development permit. Unless specific hours are described within a permit, the access shall be deemed to be 24 hours per day and 7 days per week. e. In order to maximize public use and enjoyment, user fees for access to lateral beach and shoreline areas shall be prohibited. Activities and/or uses that would deter or obstruct public lateral access shall be prohibited. f. Overnight camping and use of motorized vehicles, except for public safety vehicles and vehicles associated with construction of access improvements and maintenance and restoration or enhancement activities, shall be prohibited in lateral shoreline access areas. 	<p>Chapter 17.26, Coastal Access Section 17.58.030(I), Coastal Development Permits, Exemptions, Temporary Events Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>Goal OS 2: Vertical Access to the Shoreline – Provide for expanded and enhanced public vertical access to Goleta’s shoreline by preserving existing accessways and establishing new vertical access opportunities at key locations so as to increase opportunities for public enjoyment of beach, bluff-top, and other shoreline areas, consistent with the natural shoreline character, private property rights, and public safety.</p>	
<p>OS 2.4 Mitigation of Impacts to Vertical Coastal Access. [GP/CP] New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline unless a comparable, feasible alternative is provided. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement in the general location where the project site encompasses an existing or planned coastal accessway, as shown generally on the map in Figure 3-1.</p>	<p>Chapter 17.26, Coastal Access</p>

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<p>OS 2.5 Dedication of Vertical Accessways. [GP/CP] Dedication of vertical access easements, or offers to dedicate, shall be a required condition of approval of coastal development permits for projects on shoreline sites within the city, provided there is a clear nexus to the project impacts and the required condition is roughly proportional to the extent of the impacts. The following criteria and standards shall apply to vertical accessways:</p> <ul style="list-style-type: none"> a. The access easement, or offer to dedicate, shall apply to an area that includes the entire public accessway that extends from the public road or parking area to the shoreline. b. The width of the access easement should not be less than 25 feet and shall be centered on a pathway of at least 5 feet in width. c. It shall be the intent of the City to accept all dedications or offers to dedicate for vertical beach access for areas located within the city boundaries. If the City is unable to accept the dedication of particular access easements, it shall have authority to designate another public entity or a private nonprofit organization, such as a land trust, to accept the easement, provided the entity is willing to operate and maintain the easement. d. Mitigation measures that require dedication of public access and recreational opportunities shall be implemented prior to or concurrent with construction of the proposed development or initiation of the proposed use in instances where there is no physical development. e. The opening of access easements that are dedicated as a condition of approval of coastal development permits shall occur only after the City, or other public or nonprofit entity designated by the City, has accepted the offer of dedication and agreed to open, operate, and maintain the accessway. f. New offers to dedicate access easements shall include an interim deed restriction that: (1) states the terms and conditions of the permit do not authorize any interference with prescriptive rights prior to acceptance of the offer and (2) prohibits any development or obstruction in the easement area prior to acceptance of the offer. 	<p>Chapter 17.26, Coastal Access</p>
<p>OS 2.6 Prescriptive Vertical Access Rights. [GP/CP] Public prescriptive vertical access rights to the shoreline may exist in certain areas within Goleta. Development or uses shall not interfere with the public's right of access to the sea where such right has been acquired through historic use or legislative authorization. Where there is substantial evidence that such rights exist, these rights shall be protected through public acquisition measures or through conditions imposed on approvals of permits for new development.</p>	<p>Chapter 17.26, Coastal Access</p>
<p>OS 2.7 Siting and Design of Vertical Accessways. [GP/CP] Public vertical accessways and trails shall be an allowed use in ESHAs. The following criteria and standards shall apply to the siting and design of all vertical accessways:</p> <ul style="list-style-type: none"> a. Sensitive habitat areas shall be avoided to the extent practicable in circumstances where there are feasible alternative alignments of vertical accessways. b. Public access paths shall maintain a natural appearance and shall not be paved with impervious materials, except for segments that are intended to provide handicapped access or short segments to beach overlook points. c. No structures shall be permitted on bluff faces except for vertical beach accessways. 	<p>Chapter 17.26, Coastal Access Chapter 17.31, Environmentally Sensitive Habitat Areas</p>

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<ul style="list-style-type: none"> d. Access to the beach shall be provided by natural trails or ramps down the face of the bluff rather than by concrete or wooden stairways. Railroad ties or a similar material may be used to provide stability to the access route and to reduce bluff erosion. e. Where vertical access to the beach area is not feasible or appropriate, vertical accessways may terminate at a beach overlook or vista point. 	
<p>OS 2.8 Management of Vertical Accessways. [GP/CP] The following standards shall apply to management of vertical accessways:</p> <ul style="list-style-type: none"> a. Where sensitive habitat resources are present, limited or controlled methods of access and/or mitigation designed to eliminate or reduce impacts to ESHAs shall be required. b. The hours during which vertical coastal access areas are available for public use shall be the maximum feasible while maintaining compatibility with nearby neighborhoods and land uses. The hours for public use shall be set forth in each individual coastal development permit. Unless specific hours are described within a permit, the access shall be deemed to be 24 hours per day, 7 days per week. c. In order to maximize public use and enjoyment, user fees for access to vertical beach and shoreline areas shall be prohibited. Activities and/or uses that would deter or obstruct public vertical access shall be prohibited. d. Private for-profit commercial use of vertical accessways shall be prohibited. e. Camping or other use of vertical accessways for overnight accommodations shall be prohibited. f. Motorized vehicles shall be prohibited on vertical accessways. 	<p>Chapter 17.26, Coastal Access Section 17.58.030(I), Coastal Development Permits, Exemptions, Temporary Events Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
Goal OS 3: Coastal Access Routes, Parking, and Signage – Provide an adequate supply of public coastal access parking in lots or areas that are appropriately distributed along Goleta’s shoreline with convenient and linkages to regional transportation routes.	
<p>OS 3.2 Coastal Access Parking. [GP/CP] Adequate public parking shall be provided and maintained to serve coastal access and recreation uses to the extent feasible. The following criteria and standards shall apply:</p> <ul style="list-style-type: none"> a. Existing and planned public coastal access parking areas are shown on Figure 3-1. b. Existing public parking areas serving coastal recreation users shall not be displaced unless a comparable replacement parking area is provided. c. New development shall be required to provide offstreet parking sufficient to serve the proposed uses in order to minimize impacts to public onstreet parking available for coastal access and recreation. d. New or expanded nonresidential development that may individually or cumulatively impact public shoreline access and recreation shall include parking areas that are designed to serve beach access during weekends as well the proposed uses on weekdays. In addition, vehicular access to the shoreline with a drop-off point for marine recreation equipment shall be required in appropriate locations, as shown on the map in Figure 3-1. 	<p>Chapter 17.26, Coastal Access</p>
Goal OS 7: Adoption of Open Space Plan Map – Designate, preserve, and protect significant open space resources including agricultural, ecological, recreational, and scenic lands in Goleta and surrounding areas for current and future generations.	

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<p>OS 7.3 Open Space for Preservation of Natural Resources. [GP] Goleta’s natural resource lands include sandy beaches and dunes; rocky intertidal areas; coastal lagoons; coastal bluffs; eucalyptus groves and monarch butterfly aggregation sites; native grasslands; streams and associated riparian areas; wetlands, lakes, and ponds; and habitats for various protected plant and animal species. Figure 3-5 designates all ESHAs as protected open space. The following standards shall apply to these areas:</p> <ul style="list-style-type: none"> a. The designated natural resource areas shall be managed by the City in accord with the policies described in the Conservation Element. b. The City may require dedication of open space easements as a condition of approval of development on sites that have open space resources as shown in Figure 3-5. c. The City encourages the donation of easements or fee-simple interests in open space lands to the City or other appropriate nonprofit entity, such as a land trust. 	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>OS 7.4 Open Space for Managed Production of Resources. [GP] Goleta’s managed resource lands include lands actively used for agricultural production, vacant lands that were historically used and zoned for agriculture and that have soils suitable for agricultural production, watersheds appropriate for recharge of groundwater basins, and coastal streams and marshes important for the management of recreational and commercial fisheries. Figure 3-5 designates land areas that are to be preserved as open space for managed production of resources. The following standards shall apply to these areas:</p> <ul style="list-style-type: none"> a. Lands designated for agricultural use by the Land Use Element include areas devoted to agricultural production as of 2005 and those lands that were zoned for agriculture at the time of incorporation of the City in February 2002. These lands, shown on the Land Use Plan map in Figure 2-1, shall be protected as open space to preserve the potential for future agricultural production. Although some of these lands were not actively used for agriculture, their historical use for agricultural activities and soil characteristics make them suitable for agricultural production in the long term. b. Agricultural lands shall be managed in accord with Land Use Element Policy LU 7 and with Conservation Element Policy CE 11. Conversion of lands designated for agriculture to urban or other nonagricultural uses shall not be permitted. c. Streams and their associated watershed lands shall be managed in accord with Conservation Element Policy CE 10. d. Open space easements or deed restrictions may be acquired by dedication, where feasible, or by donation or purchase. 	<p>Chapter 17.12, Open Space and Agricultural Districts</p>
<p>OS 7.5 Open Space for Outdoor Recreation. [GP] Lands designated in Figure 3-5 for outdoor recreation include Goleta’s diverse City-owned parks and open space areas, as well as private lands that are devoted to active recreation. Private lands, such as Girsh Park and the Sandpiper Golf Course, may be available to the general public or may be for the exclusive use and enjoyment of residents or customers of particular development projects. The following shall apply to lands designated for outdoor recreation:</p> <ul style="list-style-type: none"> a. City-owned parks and recreation areas shall be managed in accord with the provisions of Policy OS 7. b. Lake Los Carneros Natural and Historic Preserve shall be managed primarily as a passive preserve, with low-intensity activities allowed near the Stow House, the historic farm buildings, and the historic Goleta Train Depot and South Coast Railroad Museum. c. Private lands for outdoor recreation, including but not limited to Girsh Park and Sandpiper Golf Course, shall be protected and preserved for the valuable contribution that they make to the supply of recreation services available to residents of Goleta and adjacent areas. 	<p>Chapter 17.12, Open Space and Agricultural Districts</p>

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<ul style="list-style-type: none"> d. The City should maximize the use of the existing park, recreation, and open space resources within the City by connecting them with an integrated system of trails and sidewalks. e. General locations for proposed or planned future park sites are shown in Figure 3-2. 	
<p>OS 7.6 Open Space for Protection of Public Health and Safety. [GP] Although lands that provide open space for public health and safety are not specifically designated on Figure 3-5, the following land areas that are subject to hazardous conditions shall be considered to be designated open space as if fully depicted on the map:</p> <ul style="list-style-type: none"> a. Lands situated along streams identified on the latest edition of the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA), or any successor agency, as falling within the area of inundation caused by a 100-year flood event. b. Lands along the Pacific shoreline and at the mouths of streams identified on the FIRM maps as subject to 100-year event coastal flooding hazards, including areas potentially inundated by high velocity wave action. c. Lands subject to wildland fire hazards or lands needed as a buffer between urban development and wildland fire hazard areas. d. Lands within 50 feet on each side of active earthquake fault zones. e. Land areas with slopes in excess of 25 percent. f. Lands subject to the safety hazards identified in items a through e above shall be managed in accord with the applicable policies and standards of the Safety Element of this plan. 	<p>Chapter 17.32 Floodplain Management Chapter 17.33, Hazards</p>
<p>OS 7.8 Provision of Open Space in New Development. [GP] A minimum open space area shall be required in new development situated in certain land use categories, as set forth in the applicable policies of the Land Use Element. These private open space areas shall be in addition to any public park and open space land that may be required to be dedicated pursuant to the Quimby Act or other state or local statutes. Although private open space areas may be reserved to protect resources or avoid development in areas subject to hazards, such reservations shall include lands usable for outdoor recreation activities, where feasible.</p>	<p>Part II, Base Zoning Districts</p>
OS – IMPLEMENTATION ACTIONS	
<p>OS-IA-1 Preparation and Adoption of New Zoning Code. A new zoning code to replace the County Zoning Code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new zoning code shall include an open space overlay district and establish requirements for dedications or reservations of lands for parks, coastal access, trails, and open space. At a minimum, the open space overlay will include the following APNs: 079-554-023, 079-554-024, 079-554-025, 079-554-026, 079-554-027, 079-554-028, 079-554-029, 079-554-030, 079-554-031, 079-554-032, 079-554-039, 079-553-016, 079-553-015, 079-553-014, 079-553-013, 079-553-012, 079-553-011, and 079-553-010. Time period: 2008 to 2009 Responsible parties: Planning and Environmental Services Department, Planning Agency, and City Council</p>	<p>Chapter 17.12, Open Space and Agricultural Districts Chapter 17.26, Coastal Access</p>
CONSERVATION ELEMENT	
Goal CE I: Environmentally Sensitive Habitat Area Designations and Policy – Identify, preserve, and protect the city’s natural heritage by preventing disturbance of ESHAs.	

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<p>CE 1.9 Standards Applicable to Development Projects. [GP/CP] The following standards shall apply to consideration of developments within or adjacent to ESHAs:</p> <ul style="list-style-type: none"> a. Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds. b. Land divisions for parcels within or adjacent to an ESHA shall only be allowed if each new lot being created, except for open space lots, is capable of being developed without building in any ESHA or ESHA buffer and without any need for impacts to ESHAs related to fuel modification for fire safety purposes. c. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs. d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body. e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs. f. All new development should minimize potentially significant noise impacts on special-status species in adjacent ESHAs. g. All new development shall be sited and designed to minimize the need for fuel modification, or weed abatement, for fire safety in order to preserve native and/or nonnative supporting habitats. Development shall use fire-resistant materials and incorporate alternative measures, such as firewalls and landscaping techniques, that will reduce or avoid fuel modification activities. h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons. i. Grading, earthmoving, and vegetation clearance adjacent to an ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except as follows: 1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City; 2) where necessary to protect or enhance the ESHA itself; or 3) where necessary to remediate hazardous flooding or geologic conditions that endanger public health and safety. j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations. 	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
Goal CE 3: Protection of Wetlands – Preserve, protect, and enhance the functions and values of Goleta’s wetlands.	
<p>CE 3.4 Protection of Wetlands in the Coastal Zone. [CP] The biological productivity and the quality of wetlands shall be protected and, where feasible, restored in accordance with the federal and state regulations and policies that apply to wetlands within the</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>

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<p>Coastal Zone. Only uses permitted by the regulating agencies shall be allowed within wetlands. The filling, diking, or dredging of open coastal waters, wetlands, estuaries, and lakes is prohibited unless it can be demonstrated that:</p> <ol style="list-style-type: none"> a. There is no feasible, environmentally less damaging alternative to wetland fill. b. The extent of the fill is the least amount necessary to allow development of the permitted use. c. Mitigation measures have been provided to minimize adverse environmental effects. d. The purposes of the fill are limited to: incidental public services, such as burying cables or pipes; restoration of wetlands; and nature study, education, or similar resource-dependent activities. <p>A wetland buffer of a sufficient size to ensure the biological integrity and preservation of the wetland shall be required. Generally the required buffer shall be 100 feet, but in no case shall wetland buffers be less than 50 feet. The buffer size should take into consideration the type and size of the development, the sensitivity of the wetland resources to detrimental edge effects of the development to the resources, natural features such as topography, the functions and values of the wetland, and the need for upland transitional habitat. A 100-foot minimum buffer area shall not be reduced when it serves the functions and values of slowing and absorbing flood waters for flood and erosion control, sediment filtration, water purification, and ground water recharge. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion.</p>	
<p>CE 3.5 Protection of Wetlands Outside the Coastal Zone. [GP] The biological productivity and the quality of inland wetlands shall be protected and, where feasible, restored. The filling of wetlands outside the Coastal Zone is prohibited unless it can be demonstrated that:</p> <ol style="list-style-type: none"> a. The wetland area is small, isolated, not part of a larger hydrologic system, and generally lacks productive or functional habitat value. b. The extent of the fill is the least amount necessary to allow reasonable development of a use allowed by the Land Use Element. c. Mitigation measures will be provided to minimize adverse environmental effects, including restoration or enhancement of habitat values of wetlands at another location on the site or at another appropriate offsite location within the City. <p>A wetland buffer of a sufficient size to ensure the biological integrity and preservation of the wetland shall be required. A wetland buffer shall be no less than 50 feet. The buffer size should take into consideration the type and size of the development, the sensitivity of the wetland resources to detrimental edge effects of the development to the resources, natural features such as topography, the functions and values of the wetland and the need for upland transitional habitat. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>CE 3.6 Mitigation of Wetland Fill. [GP/CP] Where any dike or fill development is permitted in wetlands in accordance with the Coastal Act and the policies of this plan, at a minimum mitigation measures shall include creation or substantial restoration of wetlands of a similar type. Adverse impacts shall be mitigated at a ratio of 3:1 unless the project proponent provides evidence that the creation or restoration of a lesser area of wetlands will fully mitigate the adverse impacts of the fill. However, in no event shall the mitigation ratio be less than 2:1. All mitigation measures are subject to the requirements of CE 1.7.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>Goal CE 5: Protection of Other Terrestrial Habitat Areas – Preserve, protect, and enhance unique, rare, or fragile native flora and plant communities.</p>	

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<p>CE 5.2 Protection of Native Grasslands. [GP/CP] In addition to the provisions of Policy CE 1, the following standards shall apply:</p> <ul style="list-style-type: none"> a. For purposes of this policy, existing native grasslands are defined as an area where native grassland species comprise 10 percent or more of the total relative plant cover. Native grasslands that are dominated by perennial bunch grasses tend to be patchy. Where a high density of separate small patches occurs in an area, the whole area shall be delineated as native grasslands. b. To the maximum extent feasible, development shall avoid impacts to native grasslands that would destroy, isolate, interrupt, or cause a break in continuous habitat that would (1) disrupt associated animal movement patterns and seed dispersal, or (2) increase vulnerability to weed invasions. c. Removal or disturbance to a patch of native grasses less than 0.25 acre that is clearly isolated and is not part of a significant native grassland or an integral component of a larger ecosystem may be allowed. Removal or disturbance to restoration areas shall not be allowed. d. Impacts to protected native grasslands shall be minimized by providing at least a 10-foot buffer that is restored with native species around the perimeter of the delineated native grassland area. e. Removal of nonnative and invasive exotic species shall be allowed; revegetation shall be with plants or seeds collected within the same watershed whenever feasible. 	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
Goal CE 7: Protection of Beach and Shoreline Habitats – To preserve and protect the biological integrity of Goleta’s beaches, dunes, coastal bluffs and other shoreline resources.	
<p>CE 7.7 Recreation Facilities on Beach Areas. [GP/CP] When permitted, new public access and recreational facilities or structures on beaches shall be designed and located to minimize impacts to ESHAs and marine resources.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>CE 7.8 Protection of Seabird Nest Areas. [GP/CP] To protect seabird nesting areas, no pedestrian access shall be provided on bluff faces except along existing and planned formal trails or stairways shown in this plan. New structures shall be prohibited on bluff faces except for stairs, ramps, or trails to provide for public beach access.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
Goal CE 8: Protection of Special-Status Species – Preserve and protect habitats for threatened, endangered, or other special-status species of plants and animals in order to maintain biodiversity.	
<p>CE 8.2 Protection of Habitat Areas. [GP/CP] All development shall be located, designed, constructed, and managed to avoid disturbance of adverse impacts to special-status species and their habitats, including spawning, nesting, rearing, roosting, foraging, and other elements of the required habitats.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
Goal CE 9: Protection of Native Woodlands – Maintain and protect native trees and woodlands as a valuable resource needed to support wildlife and provide visual amenities.	
<p>CE 9.2 Tree Protection Plan. [GP/CP] Applications for new development on sites containing protected native trees shall include a report by a certified arborist or other qualified expert. The report shall include an inventory of native trees and a Tree Protection Plan.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>

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<p>CE 9.4 Tree Protection Standards. [GP/CP] The following impacts to native trees and woodlands should be avoided in the design of projects: 1) removal of native trees; 2) fragmentation of habitat; 3) removal of understory; 4) disruption of the canopy, and 5) alteration of drainage patterns. Structures, including roads and driveways, should be sited to prevent any encroachment into the protection zone of any protected tree and to provide an adequate buffer outside of the protection zone of individual native trees in order to allow for future growth. Tree protection standards shall be detailed in the Tree Protection Ordinance called for in CE-IA-4.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>CE 9.5 Mitigation of Impacts to Native Trees. [GP/CP] Where the removal of mature native trees cannot be avoided through the implementation of project alternatives or where development encroaches into the protected zone and could threaten the continued viability of the tree(s), mitigation measures shall include, at a minimum, the planting of replacement trees on site, if suitable area exists on the subject site, or offsite if suitable onsite area is unavailable, consistent with the Tree Protection Ordinance (see also CE-IA-4). The Tree Protection Ordinance shall establish the mitigation ratios for replacement trees for every tree removed. Where onsite mitigation is not feasible, offsite mitigation shall be provided by planting of replacement trees at a site within the same watershed. If the tree removal occurs at a site within the Coastal Zone, any offsite mitigation area shall also be located within the Coastal Zone. Minimum sizes for various species of replacement trees shall be established in the Tree Protection Ordinance. Mitigation sites shall be monitored for a period of 5 years. The City may require replanting of trees that do not survive.</p>	<p>Chapter 17.31, Environmentally Sensitive Habitat Areas</p>
<p>Goal CE 10: Watershed Management and Water Quality – Prevent the degradation of the quality of groundwater basins and surface waters in and adjacent to Goleta.</p>	
<p>CE 10.1 New Development and Water Quality. [GP/CP] New development shall not result in the degradation of the water quality of groundwater basins or surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.</p>	<p>Section 17.25.170, Stormwater Management</p>
<p>CE 10.2 Siting and Design of New Development. [GP/CP] New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:</p> <ul style="list-style-type: none"> a. Protection of areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss. b. Limiting increases in areas covered by impervious surfaces. c. Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss. d. Limiting disturbance of natural drainage features and vegetation. 	<p>Section 17.25.170, Stormwater Management</p>
<p>CE 10.3 Incorporation of Best Management Practices for Stormwater Management. [GP/CP] New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from nonpoint sources to the maximum extent feasible, consistent with the City's Storm Water Management Plan or a subsequent Storm Water Management Plan approved by the City and the Central Coast Regional Water Quality Control Board. Post construction structural BMPs shall be designed to treat, infiltrate, or filter stormwater runoff in accordance with applicable standards as required by law. Examples of BMPs include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Retention and detention basins. 	<p>Section 17.25.170, Stormwater Management</p>

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<ul style="list-style-type: none"> b. Vegetated swales. c. Infiltration galleries or injection wells. d. Use of permeable paving materials. e. Mechanical devices such as oil-water separators and filters. f. Revegetation of graded or disturbed areas. g. Other measures as identified in the City’s adopted Storm Water Management Plan and other City-approved regulations. 	
CE 10.5 Beachfront and Blufftop Development. [GP/CP] Development adjacent to the beach or blufftop shall incorporate BMPs designed to prevent or minimize polluted runoff to the beach and ocean waters.	Section 17.33.040, Shoreline Development
CE 10.6 Stormwater Management Requirements. [GP/CP] The following requirements shall apply to specific types of development: <ul style="list-style-type: none"> a. Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas. b. Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, and suspended solids to the storm drain system. c. Gasoline stations, car washes, and automobile repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid, engine coolants, and gasoline to the stormwater system. d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials. e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris. 	Section 17.25.170, Stormwater Management
CE 10.8 Maintenance of Stormwater Management Facilities. [GP/CP] New development shall be required to provide ongoing maintenance of BMP measures where maintenance is necessary for their effective operation. The permittee and/or owner, including successors in interest, shall be responsible for all structural treatment controls and devices as follows: <ul style="list-style-type: none"> a. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season. c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue. d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots 	Section 17.25.170, Stormwater Management
Goal CE 11: Preservation of Agricultural Lands – Promote and retain Goleta’s agricultural heritage by conserving existing agricultural resources for future generations and supporting agricultural production by minimizing activities and uses that may conflict with agricultural use of the land.	
CE 11.2 Conversion of Agricultural Lands. [GP/CP] Conversion of agricultural lands as designated on the Land Use Plan Map (Figure 2-1) to other uses shall not be allowed. Lands designated for agriculture within the urban boundary shall be preserved for agricultural use.	Chapter 17.12, Open Space and Agricultural Districts

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CE 11.3 Compatibility of New Development With Agriculture. [GP/CP] Development adjacent to lands designated for agriculture shall be designed and located so as to avoid or minimize potential conflicts with agricultural activities. Right-to-farm covenants and disclosure notices will be required for any development located adjacent to agricultural land.	Section 17.25.030, Agricultural Buffers and Compatibility Section 17.25.120, Right to Farm Covenants
CE 11.4 Buffers Adjacent to Agricultural Parcels. [GP/CP] New development adjacent to property designated for agricultural uses shall include buffers and other measures such as landscape screening to minimize potential conflicts with agricultural activities. The widths of the buffers shall be determined based on site-specific findings at the time of approval of the development.	Section 17.25.030, Agricultural Buffers and Compatibility Section 17.25.120, Right to Farm Covenants
CE 11.8 Mitigation of Impacts of New Development on Agriculture. [GP/CP] The review of discretionary land use development proposals near the designated agricultural lands shall include an analysis of the direct and indirect effects of the proposal on conducting agricultural practices. The City shall apply appropriate conditions on the proposal to mitigate any potential impacts. If such impacts cannot be mitigated, the proposal may be denied.	Section 17.25.030, Agricultural Buffers and Compatibility Section 17.25.120, Right to Farm Covenants
Goal CE 12: Protection of Air Quality – Maintain and promote a safe and healthy environment by protecting air quality and minimizing pollutant emissions from new development and from transportation sources.	
CE 12.1 Land Use Compatibility. [GP] The designation of land uses on the Land Use Plan Map (Figure 2-1) and the review of new development shall ensure that siting of any new sensitive receptors provides for adequate buffers from existing sources of emissions of air pollutants or odors. <i>Sensitive receptors</i> are a facility or land use that includes members of the population sensitive to the effects of air pollutants. Sensitive receptors may include children, the elderly, and people with illnesses. If a development that is a sensitive receptor is proposed within 500 feet of U.S. Highway 101 (US-101), an analysis of mobile source emissions and associated health risks shall be required. Such developments shall be required to provide an adequate setback from the highway and, if necessary, identify design mitigation measures to reduce health risks to acceptable levels.	Section 17.40.050, Air Quality
CE 12.2 Control of Air Emissions from New Development. [GP] The following shall apply to reduction of air emissions from new development: <ul style="list-style-type: none"> a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City. b. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation. c. Wood-burning fireplace installations in new residential development shall be limited to low-emitting state- and U.S. Environmental Protection Agency (EPA) -certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly ESHAs, fireplaces shall be limited to natural gas. 	Section 17.40.050, Air Quality

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<ul style="list-style-type: none"> d. Adequate buffers between new sources and sensitive receptors shall be required. e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City. 	
Goal CE 13: Energy Conservation – Promote energy efficiency	
<p>CE 13.3 Use of Renewable Energy Sources. [GP] For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:</p> <ul style="list-style-type: none"> a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas. b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative. c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods. 	Section 17.25.070, Exceptions to Height Limits Chapter 17.44, Wind Energy Conversion Systems
Goal CE 15: Water Conservation and Materials Recycling – Conserve scarce water supply resources and encourage reduction in the generation of waste materials at the source and recycling of waste materials.	
<p>CE 15.3 Water Conservation for New Development. [GP] In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.</p>	Chapter 17.35, Landscaping
CE – IMPLEMENTATION ACTIONS	
<p>CE-IA-1 Preparation of New Zoning Code. The new zoning code shall include an ESHA overlay zone that establishes regulations to protect habitat resources, including habitats for special-status species. The zoning code shall also include provisions to implement protections of native woodlands, agricultural lands, and provisions for BMPs for stormwater management in new development. Time period: 2006 to 2007 Responsible party: Planning and Environmental Services Department</p>	Chapter 17.31, Environmentally Sensitive Habitat Areas
<p>CE-IA-4 Preparation of a Tree Protection Ordinance. The City shall prepare and adopt a Tree Protection Ordinance that addresses standards, for example: heritage trees; public right-of-way trees; parking lot shade trees; native trees; protective buffer widths for native trees, tree protection zones, and mitigation ratios; street and parkway trees; and anti-topping. Time period: 2010 Responsible party: Planning and Environmental Services Department; Community Services Department</p>	Section 17.31.140, Protection of Native Woodlands Section 17.39.100, Parking Area Design and Development Standards
SAFETY ELEMENT	
Goal SE 1: Safety in General – 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.	

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<p>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:</p> <ul style="list-style-type: none"> 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, fire response, and police response if exposed to a significant risk that will curtail their lifeline functions for a critical period of time. 	Chapter 17.33, Hazards
<p>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.</p>	Chapter 17.33, Hazards
<p>Goal SE 2: Bluff Erosion and Retreat – Ensure safe siting of bluff-top buildings and other development and avoid the need for shoreline erosion-control structures.</p>	
<p>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.</p>	Section 17.33.040, Shoreline Development
<p>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.</p>	Section 17.33.040, Shoreline Development
<p>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.</p>	Section 17.33.040, Shoreline Development

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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.	Section 17.33.040, Shoreline Development
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.	Section 17.33.040, Shoreline Development
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.	Section 17.33.040, Shoreline Development
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.	Section 17.33.040, Shoreline Development
Goal SE 3: Beach Erosion and Shoreline Hazards – 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.	Section 17.33.040, Shoreline Development
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. <i>Temporary structures</i> 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.	Section 17.33.040, Shoreline Development
Goal SE 4: Seismic and Seismically Induced Hazards – Minimize the potential for loss of life and property and economic and social disruption resulting from seismic events and seismically induced hazards.	
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.	Section 17.33.050 Geologic, Slope, and Stability Hazards

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<p>SE 4.12 Safety Measures for Tsunami Hazard Areas. [GP/CP] The following shall apply in tsunami hazard areas:</p> <ul style="list-style-type: none"> 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. 	<p>Section 17.33.030, Hazard Evaluation Report</p>
<p>Goal SE 5: Soil and Slope Stability Hazards – Promote safely sized, sited, and designed development in erosion-prone hazard areas. Reduce the potential loss of both public and private property in areas subject to steep slopes and erosion hazards.</p>	
<p>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.</p>	<p>Section 17.33.050 Geologic, Slope, and Stability Hazards</p>
<p>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.</p>	<p>Section 17.33.050 Geologic, Slope, and Stability Hazards</p>
<p>Goal SE 6: Flood Hazards – Minimize damage to structures and the danger to life caused by stream flooding, dam failure, inundation, and other flooding hazards.</p>	
<p>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.</p>	<p>Section 17.33.050 Geologic, Slope, and Stability Hazards</p>
<p>SE 6.4 Avoidance of Flood Hazard Areas. [GP/CP] The City shall discourage any new intensive development in any flood hazard area. 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.</p>	<p>Chapter 17.32, Floodplain Management</p>

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Goal SE 7: Urban and Wildland Fire Hazards – Reduce the threat to life, structures, and the environment caused by urban and wildland fires.	
SE 7.1 Fire Prevention and Response Measures for New Development. [GP/CP] New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5-minute response time.	Section 17.33.060, Fire Safety
SE 7.6 Standards for Rebuilding in High Fire Hazard Areas. [GP] Any rebuilding in high fire hazard areas shall incorporate development standards and precautions that reduce the chance of structure losses from fire.	Section 17.33.060, Fire Safety
Goal SE 9: Airport-Related Hazards – Minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport.	
SE 9.1 Clear Zone and Airport Approach Zone Regulations. [GP] The City will maintain and enforce through appropriate zoning measures the Clear Zone and Airport Approach Zone regulations pursuant to the plans and policies of the Santa Barbara County ALUC. The City may also require, as a condition of approval of development applications, dedication of aviation easements for areas within the Airport Clear Zones and Airport Approach Zones (see Figure 5-3).	Chapter 17.17, -AE Airport Environs Overlay District
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. 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 Municipal Airport. To ensure compliance with height restrictions, proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.	Section 17.17.060, Regulations for Airspace Protection
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 Municipal Airport. These standards should identify uses that may be compatible in each zone. Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.	Chapter 17.17, -AE Airport Environs Overlay District
SE 9.5 Limitations on Density. [GP] The City shall establish and maintain standards in its zoning ordinance for density limitations for development near the Santa Barbara Municipal Airport. These standards should comply with the Santa Barbara County Airport Land Use Plan and should specify the density considered compatible in each zone. Proposed developments that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.	Chapter 17.17, -AE Airport Environs Overlay District
SE 9.6 Limitations on Residential Development. [GP] The City shall not allow new residential development within the clear zones associated with the Santa Barbara Airport runways. The City shall limit residential development beyond the clear zone but within the 1-mile zone of the runway ends to new single-family construction on existing recorded lots, and rebuilding and alteration projects that do not increase onsite residential density.	Section 17.17.040, Use Restrictions
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 within the clear zone and the approach zone, as generally depicted in Figure 5-3, shall be referred to the ALUC for review.	Section 17.17.040, Use Restrictions

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Goal SE 10: Hazardous Materials and Facilities – 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 ensure proper oversight of hazardous waste sites within the city.	
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.	Section 17.40.080, Hazardous Materials
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.	Section 17.40.080, Hazardous Materials
SE – IMPLEMENTATION ACTIONS	
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	Chapter 17.32, Floodplain Management Chapter 17.33, Hazards Chapter 17.17, -AE Airport Environs Overlay District
VISUAL AND HISTORIC RESOURCES ELEMENT	
Goal VH 1: Scenic Views – Identify, protect, and enhance Goleta’s scenic resources and protect views or vistas of these resources from public and private areas.	
VH 1.3 Protection of Ocean and Island Views. [GP/CP] Ocean and island views from public viewing areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate: <ul style="list-style-type: none"> a. Limitations on the height and size of structures. b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences. c. Clustering of building sites and structures. d. Shared vehicular access to minimize curb cuts. e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. g. Selection of colors and materials that harmonize with the surrounding landscape. 	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
VH 1.4 Protection of Mountain and Foothill Views. [GP/CP] Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through	Part II, Base Zoning Districts

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<p>site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:</p> <ol style="list-style-type: none"> a. Limitations on the height and size of structures. b. Limitations on the height of exterior walls (including retaining walls) and fences. c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor. d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. e. Limitations on removal of native vegetation. f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. g. Revegetation of disturbed areas. h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences. i. Selection of colors and materials that harmonize with the surrounding landscape. j. Clustering of building sites and structures. 	<p>Part IV, Regulations Applying to Multiple Districts</p>
<p>VH 1.5 Protection of Open Space Views. [GP/CP] Views of open space, including agricultural lands, from public areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> a. Limitations on the height and size of structures. b. Clustering of building sites and structures. c. Shared vehicular access to minimize curb cuts. d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. f. Selection of colors and materials that harmonize with the surrounding landscape. 	<p>Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts</p>
<p>VH 1.6 Preservation of Natural Landforms. [GP/CP] Natural landforms shall be protected. Protection associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:</p> <ol style="list-style-type: none"> a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. b. Blend graded slopes with the natural topography. c. On slopes, step buildings to conform to site topography. 	<p>Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts</p>

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<ul style="list-style-type: none"> d. Minimize use of retaining walls. e. Minimize vegetation clearance for fuel management. f. Cluster building sites and structures. g. Share vehicular access to minimize curb cuts. 	
Goal VH 2: Local Scenic Corridors – Protect and enhance the visual character and public views within and from Goleta’s scenic corridors and locations from which scenic vistas can be enjoyed.	
<p>VH 2.3 Development Projects Along Scenic Corridors. [GP] Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> a. Incorporate natural features in design. b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable. c. Minimize vegetation removal. d. Limit the height and size of structures. e. Cluster building sites and structures. f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. g. Preserve historical structures or sites. h. Plant and preserve trees. i. Minimize use of signage. j. Provide site-specific visual assessments, including use of story poles. k. Provide a similar level of architectural detail on all elevations visible from scenic corridors. l. Place existing overhead utilities and all new utilities underground. m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street. 	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
Goal VH 3: Community Character – Protect and enhance Goleta’s visual character.	
<p>VH 3.1 Community Design Character. [GP] The visual character of Goleta is derived from the natural landscape and the built environment. The city’s agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta’s visual character and make a positive contribution to the city through exemplary design.</p>	Part II, Base Zoning Districts

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VH 3.2 Neighborhood Identity. [GP] The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development, except where poor quality design exists.	Part II, Base Zoning Districts
VH 3.3 Site Design. [GP] The city’s visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
VH 3.4 Building Design. [GP] The city’s visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.	Part II, Base Zoning Districts
VH 3.5 Pedestrian-Oriented Design. [GP] The city’s visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
VH 3.6 Public Spaces. [GP] The city’s visual character shall be enhanced by creating well-defined community outdoor gathering places that incorporate focal points such as parks, fountains, public art, and/or landscape features. Small public open spaces should be provided in each neighborhood either through acquisition in existing neighborhoods or by design in new neighborhood developments in order to establish community focal points.	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
VH 3.7 Signage. [GP] The city’s visual character shall be enhanced through the use of restrained and tasteful signage that conveys an orderly and attractive appearance, complements project design, and enhances the city’s image. Excessive signage should be minimized. A graphics image should be developed to consistently identify public amenities citywide, such as signage on public buildings, streets and rights-of-way, public parks, and city entry points.	Part II, Base Zoning Districts Part IV, Regulations Applying to Multiple Districts
Goal VH 4: Design Review – Preserve, protect, and enhance Goleta’s character through high quality design.	
VH 4.2 Old Town. [GP] Old Town is a unique asset and the historic center of Goleta. Accordingly, all design shall maintain and enhance the historic character and be consistent with the Goleta Heritage District Architecture and Design Guidelines, where applicable. Superior materials and architectural detailing shall be used. Development shall continue to reflect Goleta’s small-scale character, promote individual identity, and avoid uniformity or a false historic look. The Design Review Board shall evaluate applicable proposals for new development within the Heritage District to achieve variation in heights of structures along the Hollister corridor to avoid a “canyonization” effect. The pedestrian experience shall be supported and enhanced by provision of street trees; landscaped passageways; human-scale entries; and amenities such as benches, bicycle racks, trash containers, and public art. Transitional areas between residential neighborhoods and adjacent commercial and industrial areas shall be established and maintained by use of increased setbacks and heavy landscaping. (See also LU 1.3.)	Chapter 17.08, Commercial Districts OT District Chapter 17.21 –OTH Old Town Heritage Overlay District
VH 4.3 Single-Family Residential Areas. [GP] The following standards shall be applicable to single-family residential development (see related LU 2.3): a. The distinct architectural character of Goleta’s existing neighborhoods shall be protected.	Chapter 17.07, Residential Districts RS District

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<ul style="list-style-type: none"> b. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale. c. New construction shall utilize consistent architectural detailing and high quality materials to promote cohesiveness and compatibility. Strong contrasts in size, bulk, scale, color, and roof forms shall be avoided. d. All building elevations should be well articulated and include architectural features to vary wall planes. e. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments, whenever feasible. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments. f. Visual impacts of parking, including driveways, garages, and garage doors, should be minimized. Forward-facing garages should be designed so that the garage does not dominate the streetscape or overall residential design. g. To maximize safety, garages should not open directly onto public or private accessways. h. Private open space shall be provided in proportion to building size. i. Privacy of residents and adjacent neighbors shall be protected. Examples of measures that might provide protection include site selection and design that uses setbacks and considers placement of windows, decks, balconies, and noise producing equipment. The use of landscape screening to provide privacy should be secondary to appropriate structural design. j. New gated residential communities shall be prohibited. Connectivity to neighborhood commercial areas, schools, recreational areas, and other facilities shall be encouraged. Fencing and walls used to define private yards shall be designed to prevent isolation of structures from the street. 	
<p>VH 4.4 Multifamily Residential Areas. [GP] In addition to the items listed in VH 4.3, the following standards shall be applicable to multifamily residential development (see LU 1.9 and LU 2.3):</p> <ul style="list-style-type: none"> a. Roof lines should be varied to create visual interest. b. Large building masses should be avoided, and where feasible, several smaller buildings are encouraged rather than one large structure. Multiple structures should be clustered to maximize open space. c. Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups. d. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter. e. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three-dimensional façades are encouraged. f. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties. g. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls. h. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments whenever feasible. Transitional spaces, including landscape or hardscape elements, should 	<p>Chapter 17.07, Residential Districts RM and RH Districts</p>

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be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments.	
<p>VH 4.5 Retail Commercial Areas. [GP] The following standards shall be applicable to retail commercial development:</p> <ul style="list-style-type: none"> a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale. b. Where appropriate, buildings should be sited at or near the front setback line to project a desirable architectural image contiguous to the street and to promote pedestrian access. c. Quality architectural design shall be maintained through the use of detailing and high quality, durable materials. Blank wall planes shall be avoided. d. Safe, convenient pedestrian and bicycle access shall be provided and encouraged via continuous sidewalks; bike lanes; and sufficient, secure, and protected bicycle parking. Landscaping should be used where possible to buffer pedestrians and cyclists from traffic. Where feasible, other pedestrian amenities such as outdoor seating shall be provided. e. Commercial displays, outdoor dining, and outdoor shopping cart storage shall not encroach into pedestrian accessways. f. Shopping cart returns should be conveniently located and screened. g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate. h. Landscaping, including canopy trees, shall be used extensively to unify the structural development, reinforce the pedestrian scale, minimize heat and glare from pavement, and break up expanses of parking. i. Shared vehicular access shall be considered to minimize the number of driveways and curb cuts. j. Where appropriate, parking lots should be located behind, beside, or beneath buildings to minimize visibility. Where buildings do not screen parking, landscaping, berms, or low walls shall be used to screen cars from adjacent roadways and other developments. k. Parking lots should provide adequate space for maneuverability and safety. Angled parking spaces are encouraged rather than 90-degree parking stalls to increase visibility for drivers and pedestrians. l. Loading areas and recycling and trash facilities shall be easily accessed and shall be screened from view with landscaping, fencing, or walls. Adjacent uses shall be considered when such areas are sited. m. Roof mounted equipment shall be screened and considered as part of the structure for height calculations. 	Chapter 17.08, Commercial Districts
<p>VH 4.6 Industrial Areas. [GP] The following standards shall be applicable to industrial development (see related LU 4.2):</p> <ul style="list-style-type: none"> a. All structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale. b. Where residential or commercial uses exist adjacent to industrial properties, such areas shall be buffered from industrial uses by increased setbacks and heavily landscaped screens. c. Transfer of noise off-site shall be minimized by the use of screen walls, acoustical enclosures, or building placement. Noise generating activities shall be located as far as possible from nonindustrial uses. d. All outdoor storage or maintenance areas shall be screened. Landscaping may be used alone or in conjunction with fencing or walls. 	Chapter 17.10, Industrial District

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<ul style="list-style-type: none"> e. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when siting such areas. f. Roof-mounted equipment shall be screened and considered as part of the structure for height calculations. g. Architectural detailing shall be used to break up the box-like appearance of construction typically used for industrial buildings. h. Adequate lighting shall be provided for security and safety purposes but designed to prevent encroachment onto adjacent uses, wildlife habitats, or the night sky. i. Sufficient, secure, and protected bicycle parking shall be provided. j. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate. 	
<p>VH 4.7 Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses. [GP] The following standards shall be applicable to office and business park development and institutional and public/quasi-public uses:</p> <ul style="list-style-type: none"> a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale. b. Street elevations of buildings and structures should enhance the streetscape and should be pedestrian friendly. To create diversity and avoid monotonous façades, varied building setbacks should be provided and be proportionate to the scale of the building. c. Plazas, courtyards, and landscaped open space should be provided to create a campus-like setting and encourage pedestrian access. d. Parking lots should not be the dominant visual element and shall be located behind or beside buildings, where appropriate. Where buildings do not screen parking lots, landscaping, berms, and/or low walls shall be used to screen cars from adjacent roadways and other developments. e. Architectural elements such as arcades are encouraged to identify the main entrance and reinforce the pedestrian scale. f. Bicycle access shall be provided and encouraged via bike lanes. Sufficient, secure, and protected bicycle parking shall be provided. g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate. h. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when such areas are sited. i. Roof mounted equipment shall be screened and considered as part of the structure for height calculations. 	<p>Chapter 17.09, Office Districts Chapter 17.11, Public and Quasi-Public District</p>
<p>VH 4.8 Telecommunications Facilities. [GP] Telecommunications facilities shall be subject to the following standards:</p> <ul style="list-style-type: none"> a. Facilities shall be sited and designed to minimize visibility. b. Facilities shall ensure and maintain the architectural integrity of buildings and structures. 	<p>Chapter 17.43, Telecommunications Facilities</p>

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<ul style="list-style-type: none"> c. Internalized, ground-mounted, and/or underground equipment is encouraged. Roof-mounted equipment is discouraged, and when allowed, shall be adequately screened. Any such equipment shall be located away from, or screened from, street views. d. Any roof-mounted equipment shall be considered part of the building or structure for purposes of height calculations. e. Colors and materials that blend with existing development, the skyline, and/or natural features shall be used. f. Landscaping shall be used for screening purposes where possible and to enhance compatibility with the architectural character of existing structures. g. Location of wireless communications facilities within or adjacent to residential uses is discouraged. h. The use of faux trees to camouflage or create stealth designs for antennas is discouraged. 	
<p>VH 4.9 Landscape Design. [GP] Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:</p> <ul style="list-style-type: none"> a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged. b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City. c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species. d. The use of invasive plants shall be prohibited. 	Chapter 17.35, Landscaping
<p>VH 4.11 Parking Lots. [GP] Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):</p> <ul style="list-style-type: none"> a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses. b. Adequate parking space dimensions and aisle widths shall be established. c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged. d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible. e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened. f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy. g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity. h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods. 	Chapter 17.39, Parking and Loading

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<p>i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.</p>	
<p>VH 4.12 Lighting. [GP] Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:</p> <ul style="list-style-type: none"> a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes. b. Direct upward light emission shall be avoided to protect views of the night sky. c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area. 	<p>Chapter 17.36, Lighting</p>
<p>VH 4.13 Signage. [GP] Signs shall maintain and enhance the city's appearance through design, character, location, number, type, quality of materials, size, height, and illumination. The following standards shall apply:</p> <ul style="list-style-type: none"> a. Signs shall minimize possible adverse effects on nearby public and private property, including streets, roads, and highways. b. Signs shall be integrated into the site and structural design, shall be compatible with their surroundings, and shall clearly inform pedestrians, bicyclists, and motorists of business names. c. Signs shall not detract from views or the architectural quality of buildings, structures, and/or the streetscape. Protrusion of signs and/or sign structures into the skyline should be minimized to avoid a cluttered appearance. d. Signs shall be of appropriate and high quality style, color, materials, size, height, and illumination. e. Lighting is considered an integral part of sign design and shall be controlled to prevent glare and spillage onto adjacent areas. f. Internally illuminated cabinet or can signs shall be prohibited. g. Billboards and other off-premises advertising signs shall be prohibited. 	<p>Chapter 17.41, Signs</p>
<p>VH 4.14 Utilities. [GP] New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.</p>	<p>Section 17.25.200, Underground Utilities</p>
<p>VH 4.16 Green Building. [GP] The City encourages the incorporation of green building practices in design. Such practices may include the use of recycled materials, drought-tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.</p>	<p>Chapter 17.35, Landscaping Chapter 17.39, Parking and Loading Section 17.25.070, Exceptions to Height Limits</p>

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Goal VH 5: Historic Resources – Identify, protect, and encourage preservation of significant architectural, historic, and prehistoric sites, structures, and properties that comprise Goleta’s heritage.	
VH 5.4 Preservation of Historic Resources. [GP] Historic resources and the heritage they represent shall be protected, preserved, and enhanced to the fullest extent feasible. The City shall recognize, preserve and rehabilitate publicly owned historic resources and provide incentive programs to encourage the designation, protection, and preservation of privately owned historic resources. Various incentives or benefits to the property owner shall be considered, such as direct financial assistance, reduced permitting fees to upgrade structures, flexibility with regard to allowed uses, compliance with the State Historic Building Code rather than the Uniform Building Code, façade conservation easements, identification of grant sources, provision of information regarding rehabilitation loan financing, and tax advantages.	Chapter 17.34, Historic Resource Preservation (placeholder)
VH 5.5 Alterations to Historic Resources. [GP] Any proposed alterations to historic resources shall be subject to a Phase I and/or Phase 2 historical study. Any alterations deemed acceptable that may affect the historical integrity of a historic site or structure shall respect the character of the building and its setting and maintain architectural consistency with the original site or structure. Such proposals may require an evaluation from a cultural resources professional or landmarks commission and/or design review prior to approval. To encourage rehabilitation, maintenance, and sensitivity in additions and remodels, the City shall support adaptive reuse of historic sites and structures and may consider allowing for flexibility when applying zoning regulations that retain or promote the historical significance.	Chapter 17.34, Historic Resource Preservation (placeholder)
VH 5.7 New Construction. [GP] Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.	Chapter 17.34, Historic Resource Preservation (placeholder)
VH 5.10 Historic Districts. [GP] The City may identify areas appropriate for the formation of Historic Districts as a means of preserving those areas that exemplify particular architectural styles and possess attributes that create a unique neighborhood character. The architectural significance of the structures and associated landscapes shall be protected by requiring any proposed alterations or adjacent development to be compatible with the heritage of the district. Demolition shall be discouraged.	Chapter 17.34, Historic Resource Preservation (placeholder)
VH – IMPLEMENTATION ACTIONS	
VH-IA-1 Preparation and Adoption of New Zoning Code. The new zoning code may include requirements for design review, appropriate development standards, parking regulations, wireless communications regulations, and sign regulations. In addition, a Historic Resources Overlay Zone shall be included. Time Period: 2006 to 2007 Responsible parties: Planning and Environmental Services Department, Planning Agency, and City Council	Part II, Base and Overlay Districts Part IV, Regulations Applying to Multiple Districts Chapter 17.56 Design Review
PUBLIC FACILITIES ELEMENT	
Goal PF 9: Coordination of Facilities with Future Development – 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.	

CHECKLIST FOR IMPLEMENTATION OF GENERAL PLAN: POLICIES RELATED TO NEW ZONING ORDINANCE	
<i>General Plan Element and Policy</i>	<i>Public Review Draft Zoning Ordinance Location</i>
<p>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.</p> <ul style="list-style-type: none"> 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. 	Part V, Administration and Permits
NOISE ELEMENT	
Goal NE 1: Noise and Land Use Compatibility Standards – Protect Goleta’s residents, workers, and visitors from excessive noise by applying noise standards in land use decisions. Ensure compatibility of land uses with noise exposure levels, and neither introduce new development in areas with unacceptable noise levels nor allow new noise sources that would impact existing development.	
<p>NE 1.1 Land Use Compatibility Standards. [GP] The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.</p>	Section 17.40.080, Noise
Goal NE 7: Design Criteria to Attenuate Noise – Employ noise-reduction measures that reduce levels of noise-generated at the source. Use site design and noise insulation techniques that attenuate noise levels experienced at receiver sites to acceptable levels.	
<p>NE 7.2 Site-Design Techniques. [GP] The City encourages the inclusion of site-design techniques for new construction that will minimize noise exposure impacts. These techniques shall include building placement, landscaped setbacks, and siting of more noise-tolerant components (parking, utility areas, and maintenance facilities) between noise sources and sensitive receptor areas.</p>	Section 17.40.080, Noise
<p>NE 7.3 Architectural Techniques. [GP] The City shall encourage the use of architectural techniques to meet noise attenuation requirements. Such techniques include: a) using noise-tolerant rooms such as garages, kitchens, and bedrooms to shield noise-sensitive rooms such as bedrooms and family rooms and b) using building façade materials that help shield noise.</p>	Section 17.40.080, Noise
<p>NE 7.6 Noise-Insulation Standards for Multi-Family Dwellings. [GP] In compliance with state law, the City shall require all multi-family residential developments that are proposed within the 60-dBA-CNEL noise contour to include appropriate noise-insulation measures.</p>	17.40.080, Noise
NE – IMPLEMENTATION ACTIONS	
<p>NE-IA-1 Adoption of New Noise Ordinance. The City will prepare and consider adoption of a comprehensive new Noise Ordinance that contains quantitative, enforceable, and effective measures to control unacceptable levels of daytime and nighttime noise. The ordinance should address noise related to new development and construction as well as nuisance-type noise sources. Time period: 2007 to 2008 Responsible party: Planning and Environmental Services Department, Redevelopment and Neighborhood Services Department</p>	17.40.090, Noise

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<i>General Plan Element and Policy</i>	<i>Public Review Draft Zoning Ordinance Location</i>
HOUSING ELEMENT	
Goal HE 1: Maintain and Improve Existing Housing and Neighborhoods [GP] – To protect, conserve, and enhance the existing housing stock and ensure that existing affordable housing at risk of conversion to market rates will remain affordable to the greatest extent feasible.	
<p>HE 1.5 Limit Conversion of Rental Housing to Condominiums or Nonresidential Use. The City will deny condominium conversions unless the rental vacancy rate has averaged 5 percent or greater during the preceding 3-year period. The following provisions are also required: (1) exemptions for limited-equity residential cooperatives that provide long-term affordability for extremely low-, very low- or low-income households; (2) required relocation assistance when units are converted; (3) first right of refusal of purchase of units by occupants; (4) required percentage of units, consistent with Implementation Program HE 2.5 Inclusionary Housing to be set aside for extremely low- to moderate-income households; and (5) recordation of an Agreement to Provide Affordable Housing and deed restrictions that include implementation of resale controls and/or equity sharing.</p> <p>The City will consider adopting and implementing regulations to discourage the conversion of conforming residential units to nonresidential uses and regulate, to the extent permitted by law, conversion of rental housing developments to nonresidential uses to protect and conserve the rental housing stock.</p> <p><u>Time period:</u> Throughout the planning period; Zoning Ordinance amendment in 2015</p> <p><u>Responsible party:</u> Planning and Environmental Review Department</p>	Not included
Goal HE 2: Facilitate New Housing Development to Meet Growth Needs for Persons of All Income Levels [GP] – To facilitate a variety of residential development types commensurate with the City’s RHNA and needs of the local workforce, designed to be compatible with and enhance Goleta’s neighborhoods and the community as a whole.	
<p>HE 2.1 Encourage a Diverse Range of New Housing. The City will ensure that plans and regulations encourage a range of housing types, sizes, densities, tenure, affordability levels, and designs in appropriate locations to accommodate residents of diverse age, social, and economic backgrounds, and the local workforce. Specific actions will include the following:</p> <p>a. <u>Residential Development Capacity to Accommodate the RHNA.</u> The City will continue to ensure that sufficient land is zoned for housing with appropriate densities and development standards to accommodate the City’s RHNA allocation at all income levels during the planning period.</p> <p>b. <u>No Net Loss of Capacity.</u> The City may only allow development of a site at a lower residential density than assumed in the Housing Element Land Inventory if it makes findings consistent with California Government Code Section 65863.</p> <p>c. <u>Facilitate a Wide Variety of Housing Types.</u> The City will adopt and implement regulations and standards for multifamily housing, mixed use, live/work developments, single-room occupancy (SRO) housing, co-op housing, transit-oriented development (TOD), and other development types to take advantage of affordable housing opportunities and ensure that regulations do not unreasonably limit housing options.</p> <p>d. <u>Mixed-Use Housing.</u> Well-designed mixed-use residential/nonresidential developments are encouraged by the City at locations where appropriate, including but not limited to areas designated as Old Town Commercial, Community Commercial, and Office and Institutional on the Land Use Plan Map. The City will develop incentives to encourage mixed-use development in appropriate locations.</p>	<p>Chapter 17.07, Residential Districts</p> <p>Chapter 17.08, Commercial Districts</p> <p>Chapter 17.09, Office Districts</p> <p>Chapter 17.25, General Site Regulations</p> <p>Chapter 17.42, Standards for Specific Uses and Activities</p>

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<i>General Plan Element and Policy</i>	<i>Public Review Draft Zoning Ordinance Location</i>
<p><u>Time period:</u> Throughout the planning period (a,b); Zoning Ordinance amendment in 2015 (c,d) <u>Responsible party:</u> Planning and Environmental Review Department</p>	
<p>HE 2.2 Linkage of Housing and Jobs. To encourage adequate housing opportunities that meet the needs of the local workforce, the City will pursue the following actions:</p> <p>a. <u>Housing Priority for Goleta Residents and Employees.</u> To the extent permitted by law, the City will give persons working and/or residing in Goleta priority notice regarding available units, marketing, and selecting occupants for affordable units, including rental and ownership units. The intent is to meet local housing needs consistent with the RHNA and contribute to mitigation of traffic, economic development, and community safety conditions.</p> <p>b. <u>Mitigation of Employee Housing Impacts.</u> The City will require new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to providing affordable employee housing. The proposed amount of floor area and type of nonresidential use must be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of a development impact fee, providing housing on site, housing assistance as part of employee benefit packages, or other alternatives of similar value. The City will prepare an Affordable Employee Housing Plan that includes details of the program, including the results of a development impact fee study and/or alternative programs.</p> <p>c. <u>Live/Work.</u> Live/work units can provide affordable employee housing, generate additional economic activity in the community, and help maintain an appropriate jobs-housing balance in Goleta. The City will encourage opportunities for live/work developments in appropriate locations where housing can be provided for workers on site or through caretaker or other types of housing.</p> <p>d. <u>Housing Opportunities for Existing and New Employees.</u> The City will cooperate with local school districts, public agencies, and businesses to identify opportunities for assisting their employees in finding housing, such as employer-assisted development of new housing units, mortgage buy-downs or subsidies, rent subsidies, etc. Moreover, the City will seek the commitment of other organizations, such as the Chamber of Commerce or Board of Realtors, to have their members, particularly larger employers, address employee housing needs.</p> <p><u>Time period:</u> Throughout the planning period (a,d); Affordable Employee Housing Plan by 2018 (b); Zoning Ordinance amendment in 2015 (b,c) <u>Responsible parties:</u> Neighborhood Services and Public Safety Department; Planning and Environmental Review Department</p>	<p>Chapter 17.29, Inclusionary Housing Program Section 17.42.200, Live/Work Units</p>
<p>HE 2.3 Housing Design Principles for Multifamily and Affordable Housing. The design of new multifamily and affordable housing must provide stable, safe, and attractive neighborhoods through high-quality architecture, site planning, and amenities that address the following principles:</p> <p>a. <u>Reduce the Appearance of Building Bulk.</u> Require designs that break up the perceived bulk and minimize the apparent height and size of new buildings, including the use of upper-story step-backs, variations in wall and roof planes, and landscaping. For example, windows, doors, and application of exterior finish materials and trim are important elements of building design and an indicator of overall building quality.</p>	<p>Chapter 17.07, Residential Districts Chapter 17.39, Parking and Loading Section 17.25.140 Screening and Buffering of Common Lot Lines</p>

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<p>b. <u>Recognize Existing Street Patterns.</u> Incorporate transitions in height and setbacks from adjacent properties to respect adjacent development character and privacy. Design new housing so that it relates to the existing street pattern and integrates with pedestrian and bicycle circulation systems.</p> <p>c. <u>Enhance the “Sense of Place” by Incorporating Focal Areas.</u> Design new housing around natural and/or designed focal points that are emphasized through direct pedestrian and bicycle pathway connections. Site design and placement of structures should include the maximum feasible amount of usable, contiguous open space.</p> <p>d. <u>Parking Standards.</u> Review parking standards to ensure that they facilitate affordable housing development while avoiding impacts on other developed areas. Options may include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1. Multifamily parking requirements. 2. Opportunities for shared parking for mixed-use developments. 3. Parking requirements for projects located near transit stops on the Hollister Avenue corridor. 4. Parking requirements for small-sized units, including SRO and accessory dwelling units. 5. Allowances for the establishment of a landscaped parking reserve that is designated for parking if needed in the future. 6. Evaluation of opportunities for underground parking and auto sharing. 7. Allowances, in certain instances, for parking standards to be adjusted on a case-by-case basis, depending upon the location and characteristics of the development and its intended occupants. <p>e. <u>Minimize the Visual Impact of Parking and Garages.</u> Discourage residential designs in which garages dominate the public façade of the residential building.</p> <p>f. <u>Provide Buffers between Housing and Nonresidential Uses.</u> Ensure compatibility of residential and nonresidential uses by addressing parking and driveway patterns, transitions between uses, entries, site planning, and the provision of appropriate buffers to minimize noise, lighting, or use impacts.</p> <p>g. <u>Privacy for Individual Units.</u> Site design, including placement of structures, pedestrian circulation, and common areas, as well as elements of architectural design such as placement of windows, must strive to maintain privacy for individual dwelling units within multifamily projects, including privacy for individual exterior spaces, to the extent possible with consideration for security and crime prevention.</p> <p>h. <u>Security and Safety.</u> Site and architectural design of multifamily residential projects must incorporate principles of “defensible space,” security for residents, and public safety and facilitate policing and observation by law enforcement from public streets and rights-of-way to the extent feasible.</p> <p><u>Time period:</u> Zoning Ordinance amendment in 2015; prepare design guidelines by 2018</p> <p><u>Responsible party:</u> Planning and Environmental Review Department</p>	
<p>HE 2.4 Facilitate Affordable Housing Development. The City will use its regulatory, financial, and administrative resources to assist in developing affordable housing units. Specific actions to be taken include the following:</p> <p>a. <u>Provide Assistance and Incentives to Developers.</u> Work with developers, nonprofit organizations, other agencies, and the community to address Goleta’s extremely low-, very low-, low-, and moderate-income housing need by offering incentives such as</p>	<p>Chapter 17.29 Inclusionary Housing Program</p>

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<p>density bonuses, modified standards, assistance with grant applications, development clustering, land dedication as an alternative to inclusionary requirements, second units, use of inclusionary housing in-lieu or impact funds, fast-track processing, and/or reduced processing and infrastructure fees. Priority will be given to housing affordable to extremely low-income households to the extent feasible.</p> <p>b. <u>Long-Term Affordability Covenants.</u> The City will apply resale controls and income restrictions consistent with current law to ensure that affordable housing provided through incentives and as a condition of development approval remains affordable to the income group for which it is intended.</p> <p>c. <u>Land Banking.</u> Consider financial-equivalent options for affordable housing and special needs housing, including land acquisition and land banking.</p> <p>d. <u>Lot Consolidation.</u> The City will facilitate affordable multi-family housing development on small parcels by encouraging the consolidation of adjacent parcels. Parcel maps or lot line adjustments will be processed as part of development applications at no additional cost for developments that provide affordable units.</p> <p><u>Time period:</u> When applicable, assist in negotiation of development agreements that result in full or partial payment of development impact fees and provide for affordable housing (a, b); Zoning Ordinance amendment in 2015 (c); ongoing (d)</p> <p><u>Responsible parties:</u> Planning and Environmental Review Department; Neighborhood Services and Public Safety Department</p>	
<p>HE 2.5 Inclusionary Housing. To the extent permitted by law, the City will require all residential developments—including, but not limited to, single-family housing, multifamily housing, condominiums, townhouses, stock cooperatives, and land subdivisions—to provide affordable housing as follows:</p> <p>a. Projects consisting of one for-sale single-family unit will be exempt from the inclusionary requirement.</p> <p>b. Projects consisting of two to four for-sale units shall be required to pay an inclusionary housing in-lieu payment.</p> <p>c. Projects of five or more for-sale units will be required to construct the applicable number of units, except that the City Council, at its sole discretion, may allow the inclusionary requirement for these projects to be satisfied by alternative means as set forth in this Implementation Program.</p> <p>d. Projects of five or more for-sale units located outside of the Central Hollister Affordable Housing Opportunity Sites, including subdivisions for purposes of condominium conversions, are required to provide 20 percent affordable units of the total number of for-sale units. The City may consider decreasing the 20 percent affordable unit requirement, but not less than 15 percent, on a case-by-case basis where the community services, such as new onsite or nearby park/open space facilities, resulting from the project exceed standards set forth in applicable law.</p> <p>Proposed projects including for-sale units qualifying for a 15 percent affordability level shall provide 2 percent of the total number of for-sale units at prices affordable to extremely low- and very low-income households, 5 percent affordable to low-income households, 4 percent affordable to moderate-income households, and 4 percent affordable to above moderate-income households earning 120 to 200 percent of the median income.</p> <p>Proposed projects including for-sale units qualifying for a 20 percent affordability level shall provide 5 percent of the total number of for-sale units at prices affordable to extremely low- and very low-income households, 5 percent affordable to low-income households, 5 percent affordable to moderate-income households, and 5 percent affordable to above moderate-income households earning 120 to 200 percent of the median income.</p>	<p>Chapter 17.29, Inclusionary Housing Program Chapter 17.18, -AHO Affordable Housing Overlay District</p>

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<p>e. Projects of five or more for-sale units located within the Central Hollister Affordable Housing Opportunity Sites, including subdivisions for purposes of condominium conversions, are required to provide 20 percent affordable units of the total number of for-sale units. The Central Hollister Affordable Housing Opportunity Sites, shown in Figure 10A-5 of the Technical Appendix, are site numbers 10, 11, and 12. Required affordability levels on these sites shall be as follows:</p> <ol style="list-style-type: none"> 1. 5 percent of the total number of for-sale units within the project shall be provided at prices affordable to extremely low- and very low-income households. 2. 5 percent of the total number of for-sale units within the project shall be provided at prices affordable to low-income households. 3. 5 percent of the total number of for-sale units within the project shall be provided at prices affordable to moderate-income households. 4. 5 percent of the total number of for-sale units within the project shall be provided at prices affordable to above moderate-income households earning 120 to 200 percent of the median income. <p>f. The primary intent of the inclusionary requirement is to achieve the construction of new affordable units on site. A second priority is construction of affordable units off site or the transfer of sufficient land and funds to the City or a nonprofit housing organization to develop the required number of affordable units. If these options are determined to be infeasible by the City, other alternatives of equal value, such as, but not limited to, payment of an inclusionary housing in-lieu payment or acquisition and rehabilitation of existing units, may be considered at the sole discretion of the City.</p> <p>g. It is the City's intent to facilitate the production of new affordable housing commensurate with the needs of the community. Creative ways to meet the City's inclusionary requirement to help achieve City housing goals are encouraged, especially for extremely low-, very low-, and low-income housing, such as through partnership with a nonprofit housing agency. In addition, tradeoffs of extremely low- and very low-income units for moderate-income units may be considered if it can be demonstrated that the City's housing goals can be more effectively achieved. Such tradeoffs may incorporate a unit equivalency based on a financial pro forma provided by the applicant.</p> <p>h. The City will secure the affordability of inclusionary units by requiring a covenant, or other instrument approved as to form by the City Attorney, to be recorded against the property. The term of affordability restrictions shall be based on applicable federal laws and financing mechanisms, generally 45 years but not less than 30 years, and provide for monitoring and reporting in a manner acceptable to the City Attorney.</p> <p><u>Time period:</u> Zoning Ordinance amendment in 2015 <u>Responsible party:</u> Planning and Environmental Review Department</p>	
<p>HE 2.7 Encourage Accessory (Second) Residential Units. The City will encourage construction of well-designed accessory dwelling units on existing single-family lots and in new single-family subdivisions with four or more lots, consistent with minimum lot size, parking, and street capacity. If public and/or nonprofit funding is used to assist in the construction of an accessory dwelling unit, the City will require a use agreement to ensure that second unit rents are affordable to lower-income persons. The City's objective is to encourage 20 new accessory dwelling units (five low-income and 15 moderate-income) during the planning period through the following actions.</p>	<p>Chapter 17.07 Residential Districts 17.42.330, Second Dwelling Units</p>

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<i>General Plan Element and Policy</i>	<i>Public Review Draft Zoning Ordinance Location</i>
<p>a. Continue to allow accessory dwelling units as a permitted “use by-right” when the single-family lot, primary structure, and second unit meet all of the zoning and building development standards established for the zoning district in which they are located and adequate traffic safety and parking are available. Second units approvable “by-right” may be limited in size to a maximum of 650 square feet.</p> <p>b. Ensure ministerial approval of second units by developing standard design guidelines for second units.</p> <p>c. Continue to maintain a tiered development impact fee structure that provides lower impact fees for accessory dwelling units commensurate with their small size and level of impacts.</p> <p><u>Time period:</u> Throughout the planning period (c); Zoning Ordinance amendment in 2015 (a); prepare design guidelines by 2018 (b)</p> <p><u>Responsible party:</u> Planning and Environmental Review Department</p>	
Goal HE 3: Fair Housing and Special Needs [GP]– Promote equal housing opportunities for all persons; encourage the provision of housing for those who require special assistance, such as seniors, people with disabilities, and the homeless; and facilitate linkages between housing and services for those with special needs.	
<p>HE 3.2 Facilitate the Provision of Housing for Persons with Special Needs. The City will facilitate the provision of housing for persons with disabilities and other special needs through the following actions:</p> <p>a. <u>Single Room Occupancy (SRO) Housing.</u> Promulgate regulations to facilitate development of SRO units and small efficiency apartments in appropriate locations as lower-cost rental alternatives for single-person households. SRO rooms are typically between 80 and 200 square feet, include a sink and a closet but possibly share bathroom and shower facilities with other SRO units.</p> <p>b. <u>Emergency Shelters.</u> Continue to facilitate the provision of emergency shelters for the homeless consistent with state law.</p> <p>c. <u>Transitional and Supportive Housing.</u> Continue to facilitate the provision of transitional and supportive housing as residential uses subject only to the same standards and procedures that apply to other uses of the same type in the same zone consistent with state law.</p> <p>d. <u>Residential Care Facilities.</u> The City will facilitate the provision of small state-licensed residential care facilities for six or fewer persons as a family residential use, and establish standards for larger care facilities in appropriate locations.</p> <p>e. <u>Farmworker Housing.</u> Continue to allow housing for agricultural employees consistent with Health and Safety Code Sections 17021.5 and 17021.6.</p> <p>f. <u>Assist Development of Special Needs Housing.</u> Work cooperatively with developers and sponsors of housing for persons with special needs including, without limitation, persons with developmental disabilities, and provide assistance such as support for grant funding applications, fast-track processing, and financial assistance when feasible.</p> <p>g. <u>Family Housing Amenities.</u> The City will ensure that adequate provisions are made in new housing developments for families with children, including recreation areas such as, but not limited to, tot lots, play yards and lawn areas, child care, and other amenities.</p> <p>h. <u>Reasonable Accommodation.</u> Continue to implement procedures for reviewing and approving requests by persons with disabilities for reasonable accommodation in the application of the City’s zoning and building regulations.</p>	<p>Part II, Base Zoning Districts Section 17.42.320 Single Room Occupancy (SRO) Housing Chapter 17.60 Reasonable Accommodation for Persons with Disabilities</p>

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<p><u>Time period:</u> Throughout the planning period (b,c,e,f,g,h); Zoning Ordinance amendment in 2015 (a,d)</p> <p><u>Responsible party:</u> Planning and Environmental Review Department</p>	
Goal HE 4: Energy Conservation and Sustainable Development [GP] – Promote energy conservation by encouraging energy efficiency, renewable energy sources, sustainable building materials, and transit-oriented development.	
<p>HE 4.3 Use of Renewable Energy Sources. For new projects, the City encourages the incorporation of renewable energy sources. The City will consider incorporating renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. Solar access must be protected in accordance with the State of California Solar Rights Act. New development cannot impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.</p> <p><u>Time period:</u> Throughout the planning period; Zoning Ordinance amendment in 2015</p> <p><u>Responsible party:</u> Planning and Environmental Review Department</p>	<p>Section 17.25.070, Exceptions to Height Limits Chapter 17.44, Wind Energy Conversion Systems</p>
<p>HE 4.4 Transit-Oriented Development. The City will encourage transit-oriented housing development to enable efficient public transit systems and alternatives to driving (walking and bicycling). In coordination with regional transportation planning activities, the City will work with developers to incorporate transit improvements, such as bus shelters and turnouts or other transit improvements, as appropriate and feasible for a project. Residential development plans will incorporate pedestrian and bicycle facilities, including, but not limited to, sidewalks, benches, bicycle racks, and bicycle storage areas, to the extent feasible.</p> <p><u>Time period:</u> When applicable, assist in negotiation of development agreements that result in transit improvements throughout the planning period</p> <p><u>Responsible party:</u> Neighborhood Services and Public Safety Department; Planning and Environmental Review Department; Public Works Department</p>	<p>Part II, Base Zoning Districts Chapter 17.39, Parking and Loading</p>