

Sept. 9, 2019

To: Planning Commissioners

From: Vic Cox. Goleta resident

Subject: New Zoning Ordinance Comments

The latest version of the Draft NZO for Goleta shows that it's still a work in progress. It compiles a lot of specific rules on what property owners can and cannot do with the land (or their RVs) some people have owned for decades yet is vague about present and future problem areas, such as how to deal with noise from an expanding airport operation the City does not own.

There's no mention here of what could be in store for large chunks of real estate within the city's boundaries. Think the former Venoco refinery or the one-time Bishop ranch. But we're told we have to hold our trash bins out of sight until the Marborg trucks appear. Perhaps too often the trees seem to have blocked our view of the forest

I'm aware that enormous staff resources have been employed to create this NZO and do not want to see it tossed away, so I'm not suggesting we start over. However, couldn't the NZO's sections be handled separately rather than together. Some of the shorter ones might be bundled together, especially if they relate to each other.

Some of the Planning Commissions' concerns and thoughtful comments are reflected here but, to me, much remains to attain the NZO's ambitious goals to preserve and protect residents' "general welfare." I suggest we focus on what can be done to flesh out the General Plan's goals with new or revised ordinances without trying to cover all things at once as seems to be the objective of this NZO.

Initial steps may have already been taken to coordinate better with Airport management and the City of Santa Barbara for example. But surely we can agree that three passenger jets do not need to take off around 6 a.m. within a few minutes of each other and all seem to launch in the same direction over land. At least Goleta can follow through with NE 3,4 in the NZO:

"NE 3.4 Noise Mitigation and Avigation Easements. [GP] In compliance with state law, the City shall discourage new residential development or new sensitive uses in areas subject to high levels (65+ dB CNEL) of airport noise. The City shall require appropriate acoustic insulation measures to be components of any such development. Acoustic insulation should ensure that the interior noise level for any habitable room does not exceed 45 dBA CNEL. For all new development proposed in the clear and approach zones as defined in the Santa Barbara County ALUP, an aviation easement for noise and safety purposes shall be required."

Thank you.

