

Parking Comments for April 8th 2019 PC ZO Workshop

The on-site parking for a single unit dwelling should be 3 spaces for a dwelling over 3,000 sq. ft. This is the current Ordinance 03-05, 8/4/2003 and should be retained. We thought this was a very important and needed space.

Credits for on-street spaces in Old Town should be removed. Old Town businesses are already being hurt by lack of adequate parking and property owners must be required to provide the necessary parking on their property or at an off-site location.

Parking reductions should only be allowed as part of a Discretionary Review.

Transportation Demand Management is questionable, usually more credit is given than the actual reduction achieved.

Transit's Accessibility doesn't mean that it will be used instead of cars. Many people run errands or shop at lunch or on the way home and need the cars to carry things. There is more reliance on cars because we don't have an adequate transit system. Both the routes and hours of our transit system are very limited.

Parking reductions for Old Town Redevelopment is the wrong thing to do. This is the time to improve Old Town, not continue the substandard parking that hurts the entire community.

The provision to allow a trailer or RV to be parked or stored within the front setback should be removed. A neighbor's yard should not be allowed to become a vehicle storage area. RVs should be prohibited in the front setbacks. At the very minimum all RVs stored on residential property must be screened from view by a six foot fence.

City streets should not be permitted to be used to meet off-site parking requirements.

Workshop questions

1. The majority of Goleta citizens do not want RV parking and storage in the front setback. Just because the RV owners are well organized and show up at public hearings doesn't mean they represent the citizens of Goleta.
2. No, parking reductions are not appropriate. Lack of sufficient parking is a serious problem in much of Goleta. There are not valid reasons for reductions.
3. Yes, bicycle parking requirements seem adequate.
4. The potential for adding solar to parking lot covers should be encouraged but not with any reduction in the number of spaces.

Signs

Prohibited signs should include: A-frame signs – cheap signs that fall over, obstruct, and clutter the public right of way.

Light Bulb Strings – strings of unshielded or bare light bulbs.

Roof Signs – signs on rooftop structures such as penthouses, walls, or mechanical enclosures.

Window signs – any sign attached to the inside or outside of the windows and doors.

Also there should be a prohibition of any sign within five feet of a fire hydrant, street sign, or traffic signal.

Changeable Electronic Copy signs should be prohibited in scenic corridors. It is General Plan Policy VH 2.3 to minimize the use of signage along scenic corridors. Changeable copy signs are inappropriate along Cathedral Oaks, Hollister, and Highway 101.

There is no discussion of the number of colors that can be used and whether animation or movement will be prohibited.

A-frame signs should be deleted from 17.40.090. If you are considering A-frame signs under A.2., it should be stated that A-frame signs are prohibited in the public right of way.

Overall Sign Plan has no section on Required Submittal. A list of submittal requirements should be in the ordinance.

Workshop Questions

1. This is fine because there is much that is unwanted now because people have taken advantage of lack of an adequate sign ordinance.
2. Already mentioned.

Lighting

The use of gas lights has been added to the outside of a structure recently and there should be some discussion and regulation of these fixtures.

When temporary exemptions are requested, the reason for the request should be included.

Strings of lights should be prohibited.

An Outdoor Lighting Plan is required and there should be a list of submittal requirements in the ordinance.

There should be some discussion of limiting the height of field lights in stadiums. They are a serious and unnecessary night sky and neighborhood light intrusion caused by the excessive height. There should be a limit on the brightness of the lights. There should also be a requirement for a mandatory night time shutoff at 11 PM.

Barbara Massey
April 7, 2019

PC ZO April 11th Energy, Housing, Workshop and more

Energy

17.37.030 C.4 should be deleted. In Oil and Gas Pipeline corridors setbacks should never be less than 25 ft. There is no hardship that could justify less than 25 ft. The General Plan will need to be amended to fix this mistake. Since the pipelines go through residential areas 25 ft. setbacks should be increased to 100 ft. for the protection of the homeowners

Battery Storage is a new issue that needs to be processed as a unique land use issue with its own regulations. Due to the associated health and safety issues, it should be limited to Industrial zones. Battery storage should be prohibited from being an Accessory Use also.

Housing

It is important to review all of the housing standards, not just the ones staff has chosen.

17.07.020 All RS zoned properties should have a Conditional Permit requirement for Animal Keeping and Public/Quasi Public uses. These uses could have serious impacts on the adjacent homeowners with traffic, noise, and air and chemical pollution. The public should have the ability to comment on the impacts.

17.07.030 Maximum Building Height should be at 25 ft. for all Residential Districts. The front setbacks for RP should be 20 ft. the same as the RS district, if the housing is single family dwellings.

The front yard setback should be 20 ft. for the RP district, the same as the rest of the residential zones. All Residential districts should keep the current 15 ft. rear yard setbacks.

The height limit for all Residential districts should be 25 ft. with no provision for an increase in height. 17.07.050 should be deleted. Height increases in residential zones is not wanted

The staff should quit trying to increase the heights of buildings. The residents of Goleta don't want buildings higher than 25 ft. in the RS zone. Increased heights or decreased parking is not wanted.

Mobile Home setbacks should be 10 ft. from any other mobile home in all configurations.

Maximum Building Heights for the CR zone should be 30 ft. it is next to residential areas.

All Commercial zones should have a minimum of 5% landscaping with the exception of 10% in VS.

17.27.030 B.7 The duration of affordability should be set at the maximum that is legally allowed.

Developers should be required to either provide affordable housing on-site or off-site in the community and it must be available before the new units can be occupied.

The Density Bonus Agreement Terms of Affordability, 17.27.030 B. 7 should require the maximum duration on the agreement that is legally allowable.

The Finding for a lessening of affordability for Inclusionary Housing needs to have an explanation of how less than 45 years is better for the City.

17.28.050 E.1 and 17.28.060 A.7 The Tradeoff should be removed. There is no valid reason to be to substitute more profitable units for extremely low and very low income units. More extremely low and very low income units are what are needed.

Community Assembly

Community Assembly should be prohibited in RS zones. Public assembly brings increased traffic and considerable noise into quiet residential areas. It isn't an appropriate location.

Accessory Uses

Battery storage should be added to the list of uses prohibited from being an Accessory Uses. A CUP should be required in Residential zones and in Commercial adjacent to Residential zones.

Barbara Massey
April 11, 2019