

Helen Gannon

Subject: RE: November 2015 Draft Zoning Ordinance comment

-----Original Message-----

From: Jim Henry [jhenry@west.net]

Received: Tuesday, 01 Mar 2016, 8:21PM

To: Anne Wells [awells@cityofgoleta.org]

Subject: November 2015 Draft Zoning Ordinance comment

Anne;

Thank you for accepting my original comment for review.

Attached is a PDF file with a new comment comparing the proposed zoning ordinance with the current SB County ordinance for Residential Use and parking of RVs.

Thanks and Best Regards,

-- Jim Henry

Anne Wells
Advanced Planning Manager, City of Goleta
130 Cremona Drive, Suite B, Goleta, CA 93117

Re: Nov 2015 Draft Zoning Ordinance,
page 254/484 (IV-134), under **17.39.070** Location of Required Parking:

A. Residential Uses.

3. Recreational Vehicle Parking/Storage. Trailers or motorized vehicles that are intended for recreational, camping, and travel use, including truck campers, camping trailers, self-propelled motor homes, all-terrain vehicles, and boats, may be parked/stored in any yard area except within the front setback area, subject to the following provisions:

- a. The recreational vehicle cannot exceed 15 feet in height or 36 feet in length.
- b. The recreational vehicle must be screened from adjacent properties with a six foot fence.
- c. Recreational vehicle storage within the street side setback area must be screened from view from the public street by solid fencing at least six feet in height.

Goleta's prior zoning ordinances are said to derive mostly from the existing Santa Barbara County Zoning ordinances. It is informative to compare the two documents.

Santa Barbara County Code - Chapter 35 - County Land Use & Development Code (LUDC)

CHAPTER 35.36 - PARKING AND LOADING STANDARDS . . .

35.36.100 - Standards for Residential Zones and Uses . . .

Subsection K. Exterior parking. [page 280/872 or 3-58]

2. Limitation on number.

a. Not including the number of vehicles for which parking spaces are required to be provided in compliance with Section 35.36.050 (Required Number of Spaces: Residential Uses), the exterior parking of operative motor vehicles and **recreational vehicles** is allowed provided that the number of such vehicles parked on a lot outside of a fully enclosed or fully screened structure **does not exceed one per each bedroom located within the dwelling(s) on the lot.**

(1) Parking allowed in compliance with this Subsection **K.2.a** may be located on driveways including portions of driveways located within a required front setback or side setback area provided:

- (a) Any portion of a driveway on which parking occurs shall be paved with a minimum of two inches of asphalt, concrete, masonry pavers, or equivalent, including pervious materials, on a suitable base.
- (b) The width of any portion of a driveway located in a front setback area shall not exceed 50 percent of the adjacent street frontage for each front setback area except that:
 - (i) A greater width may be allowed if necessary to comply with County or fire protection district regulations.
 - (ii) In all cases a driveway having a maximum width of 10 feet shall be allowed.
- (c) All parking located within a required front setback shall be located within one contiguous area for each street frontage.
- (d) A **recreational vehicle** shall not be parked within a front setback area.

<http://sbcountyplanning.org/pdf/forms/LUDC/LUDC.pdf#page=280&zoom=auto,55,410>

Translation: For my 4 BR home, the SB County Zoning Ordinance permits parking up to 4 vehicles (including RVs) on my paved driveway. However, I may not park an RV any other place within the front setback area. The width of my paved parking area may cover as much as 50% of the adjacent street frontage.

If one only reads "(d) A recreational vehicle shall not be parked within a front setback area.", you may incorrectly believe that RVs are not permitted within the front setback area at all. However, Subsection **K.2.a** clearly permits RVs (up to one for each BR of the home, if they fit) on the paved driveway.

The proposed November Draft Goleta Zoning Ordinance is significantly different from the current SB County Zoning Ordinance for residential parking and loading. The draft document has a huge impact for families currently parking RVs, campers, boats, and ATVs legally on their properties. I suggest you delete the proposed subsection A-3 from the Draft Zoning Ordinance and return Goleta to the rules provided by the County ordinance for Residential Use.

Jim Henry
248 Iris Ave
Goleta, CA 93117

Helen Gannon

Subject: RE: Comments on Draft Goleta Zoning Code Revisions with Regard to RV's

-----Original Message-----

From: Michael D Miller [mdmiller4@cox.net]

Received: Tuesday, 01 Mar 2016, 1:14PM

To: Anne Wells [awells@cityofgoleta.org]

CC: mdmiller4@cox.net [mdmiller4@cox.net]

Subject: Comments on Draft Goleta Zoning Code Revisions with Regard to RV's

To: Anne Wells, Advanced Planning Manager, City of Goleta

cc: Please cc Goleta City Council

From: Michael D. Miller

6153 Braeburn Drive

Goleta, CA 93117

Dear Ms. Wells,

I would like to comment on the proposed Goleta zoning code revisions regarding RV regulations. Although it appears that many comments have been forwarded by RV owners to eliminate the RV restrictions, I would like to voice the opposing view to maintain the RV restrictions for "Goleta Beautiful". As a 35 year homeowner in Goleta I was subjected to a neighbor's permanent RV parking for over 15 years. This 10-12 foot high RV was parked on the property line between our homes and significantly detracted from the aesthetics of my home specifically and the neighborhood in general. To help alleviate this problem, I erected a fence and added a hedge between our properties, but the RV clearly stood higher than all the barriers. The RV was moved only a few times in the 15 year period and became a permanent fixture on the property line. Ironically, zoning rules for keeping a structure this high away from the property line or building a fence this high on the property line are clearly enforced.

In most Goleta neighborhoods, the houses and lots are a moderate size. As a result, a large RV is significantly out of scale with the intended architecture of the home and planned driveway parking. Further, in most cases, the RV owners park off the driveway and on their neighbors property line. RV's are parked where landscaping was intended to be and often sit on the lawn. Since our homes and lot sizes were not designed to accommodate such large vehicles, RV's negatively impact the beauty of our neighborhoods as well as the property values.

It was a great relief when my neighbors sold their RV and I could remove my high hedge to open up my landscaping. Their house curb appeal was much better as was mine.

Based on my personal experience, I am very sympathetic to current Goleta homeowners who have RV neighbors on their property lines. As in my case, it clearly detracts from the aesthetics of the affected neighborhood as well as the homes of the owner and adjacent neighbors. **Therefore, I strongly encourage you and the Goleta City Council to maintain the RV restrictions in the Goleta Zoning Code.**

Although in recognition of the current situation for RV owners, a special "grandfathering" enforcement might be considered to allow current homeowners with currently owned RV's to continue to park on their property. However, that exception should not be granted for newly purchased RV's or for new homeowners with RV's. This would ultimately lead us to the "Good Land" without stressing the RV owners. However, striking the RV restriction from the Goleta Zoning Code would be a mistake that would have a lasting effect on our city.

Sincerely,

Michael D. Miller

Helen Gannon

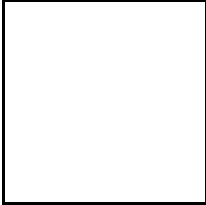
Subject: RE: goletazoning.com Participate: Form Submission

From: donotreply@godaddy.com [<mailto:donotreply@godaddy.com>]

Sent: Tuesday, March 01, 2016 10:11 AM

To: Wendy Winkler

Subject: goletazoning.com Participate: Form Submission



Name:

Briggs Wayco

Email:

wayco.art@gmail.com

Subject:

Regarding: Part IV Chapter 17.39.070

Message:

This is ridiculous! Bad city council for your lack of focus and judgement. You should be focusing your efforts on more important things than telling a landowner what they can or can't have, can or can't do, in or on their own property. How about isolating your efforts to the repairs and/or construction projects (i.e., freeway etc...) that you said you would complete in a timely manner. Fairview exit having been shut down for over a year caused all sorts of traffic problems. AND the freeway is in worse shape than before you started! Instead, start to reprioritize your focus, city council, and leave home owners property rights alone! WE PUT YOU THERE TO HELP US, NOT TAKE AWAY OUR RIGHTS. Do your jobs or you don't deserve to have them.

This message was submitted from your website contact form:

<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Helen Gannon

Subject: RE: Goleta Municipal Code Proposal

-----Original Message-----

From: Dan Adair [danadair@cox.net]

Received: Wednesday, 02 Mar 2016, 3:57PM

To: Anne Wells [awells@cityofgoleta.org]

Subject: Goleta Municipal Code Proposal

I am a 15 year Goleta resident and am writing to voice my thoughts on the proposed Municipal Code changes that are in the works. I missed the recent meeting addressing parking RV's, boats, trailers and other large equipment in front and side yards. I would ask that the language requiring these vehicles to be hidden as much as possible or moved be left in the code. I live on Valdez and have numerous neighbors with these "land sharks" out front and visible. I have one that is apparently a rental with electrical and sewer hooked up. New solar panels power it all. The neighborhood seems to be headed in the wrong direction. Many of our single-family homes now are more like hotels with multiple families and many cars on the street. One house 3 doors down has 18 cars on the street associated with it. This same house always has multiple cars in the driveway under repair, including body work and painting. Anything to curb some of this unsightly activity will help give a boost to our home values. Hiding the ubiquitous trailers and RV's will be a good start. Please pass my thoughts on to the Goleta City Council so that they can vote with my input.

The Goodland Coalition

info@goodlandcoalition.org

March 2, 2016

Anne Wells
Advance Planning Manager
City of Goleta
Via email: awells@cityofgoleta.org

Dear Anne:

I represent the Goodland Coalition in submitting the comments below on the Draft Supplemental EIR to the 2006 Final EIR and the 2009 Final Supplemental EIR on the City's proposed zoning ordinance (the project). The Goodland Coalition is dedicated to defending Goleta's quality of life by advocating policies that protect, preserve, and improve Goleta's unique character—its diverse neighborhoods and architecture, open spaces and views, ease of circulation, valued environment, local agriculture and businesses, and by encouraging and facilitating participation of Goleta residents in community planning and decision-making.

It is our contention that the allowance for electronic changeable copy signs in the proposed sign ordinance of the zoning code is not consistent with the policies of the City's General Plan, where these signs will introduce new impacts not previously known. When the City of Goleta's General Plan was written, electronic changeable copy signs didn't exist in the city and thus they were never considered part of the visual environment. There was no analysis of this kind of signage, its impacts, or any possible mitigations to those impacts described in either the City's 2006 FEIR or the 2009 FSEIR.

As currently proposed, the sign ordinance permits these signs in quasi-public land uses, where these kinds of signs will change the baseline conditions from those analyzed in the aforementioned documents where only traditionally lighted and static signs were part of the analysis. The DSEIR does not disclose this change to allow electronic changeable copy signs in any zone districts where quasi-public land uses might be located and nowhere are the potential impacts caused by those changes known or analyzed. Without a revision or addendum to the DSEIR to analyze changes to the baseline and consequential impacts of these signs, CEQA's procedural and public disclosure participation requirements will not be met. The city must correct this omission so the public has knowledge of what is being proposed and what mitigations are planned to lessen or eliminate these sign's impact on the community's visual and aesthetic resources and land use policies in order to be consistent with the General Plan.

It is unknown exactly what the sign ordinance is proposing for “electronic changeable copy signs” since the only definition is for “electronic copy”, which is defined as “a sign having the capability of presenting variable message displays by projecting an electronically controlled pattern, and which can be programmed to periodically change the message display.” This definition could also apply to digital signs, which are slightly different for they are an electronic sign that consists of a high definition electronic display, a sign with many pixels and high resolution, much like a television. Regardless, this may be a distinction without a difference since both types of signs create specific impacts on the visual landscape and affect quality of life issues because of their electronic nature.

What is an electronic sign? This is a sign that uses electronic hardware and software to display its copy, message or images. The simplest example of an electronic sign consists of a matrix display of LEDs, either of low or high resolution controlled by software which forms words, numbers, or simple graphics. The low resolution electronic signs are the time and temperature and gas station fuel pricing signs. The higher the resolution, the clearer the sign with more opportunities for the type and quality of sign copy displayed. (Above material from Planning and Design Review of illuminated and Electronic Signs <http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-61192.pdf>)

The brightness of electronic changeable copy signs is the first of their distinguishing characteristic. The luminance of these signs, that is the light emitted by the surface, must be many times brighter than traditional signage in order to be seen during the day because the signs have to compete with the ambient daylight. Think of watching a tv outside in the sunshine. Traditional non-electronic signs simply rely on that same ambient light during the day to be seen, needing no other illumination. Thus, not only do electronic changeable copy signs have greater luminance than traditional signs, atmospheric conditions can also magnify and give rise to other affects like glare, light trespass, and sky glow not found in traditional signs.

The signs that were part of the visual landscape when the General Plan’s visual resources were analyzed are not lighted during the day relying only on the ambient light and use a variety of traditional lighting sources (incandescent, neon, fluorescent) at night-time and don’t have the ability to change which is only done through switching them on or off.

Beside their brightness, electronic changeable copy signs are distracting attention getters due to their expectation of a message to come. A computer controls the movement of the message on the sign face which can change however often and in whatever way they are programmed, and with the possibility of different colors as well. The proposed sign ordinance allows these signs, which could be placed in quasi-public land uses in residential districts, to blink, flash, shimmer, glitter, rotate, oscillate, move and change copy every 6 seconds. The sign ordinance otherwise prohibits animated and moving signs for all other types of signage in every zone district throughout the city as did the sign ordinance the city adopted from the county at its incorporation. The animation and movement allowed in electronic changeable copy signs as well as a message changing every 6 seconds will magnify the distractibility of these signs located in our neighborhoods increasing their incompatibility with their surroundings.

One theme consistently found in internet searches on electronic signs is the negative effect they have on quality of life of residential areas. While electronic changeable copy signs did not exist in the city's environs at the time the city's General Plan was written, it was prescient in establishing land use and visual resource policies to recognize the relationship between signs and the quality of life and the character of the community.

Electronic Changeable Copy signs are Inconsistent with the City's General Plan land use policies: Electronic changeable copy signs are inconsistent with many land use policies in the General Plan, specifically where quasi-land uses (e.g., community assembly facilities) are located in residential areas. General Plan policy LU 1.2 Residential Character describes the intent of this land use which is "to protect and preserve residential neighborhoods by preventing intrusion of non-residential use that would be detrimental to the preservation of the existing character of neighborhoods." Additionally, the performance standard applicable to development within the Central Hollister Residential Development Area, General Plan Policy LU 8.6, calls out the requirement that "signage will be controlled and limited to maintain an attractive living environment," another indicator of signs potential impact on residential living.

Adding to the disconnect between the residential setting and these signs, the proposed sign ordinance allows for a maximum height of 6 feet for a freestanding sign and as much as 32 square feet and a wall sign to be 12 feet above grade and as much as 10 sq. feet in area for quasi-public land uses in residential areas. With these characteristics, these signs will be out of scale and out of touch with the character of the residential setting which is of human scale. With the need to be brightly lighted during the day and at night with their greater luminance, they will act like a beacon as the brightest spot on the streetscape in an otherwise darkened neighborhood where a low ambient nighttime light is the rule. None of these signs with their luminance or changing message now exist in the neighborhood and their addition to the streetscape will bring a disruptive and dramatic change to neighborhood character and resident's quality of life.

Lastly, Zoning Ordinance Chapter 17.11 Public/Quasi public describes the purpose of this land use as protecting and enhancing the character and quality of life of surrounding residential areas where they will "...contribute to the sense of place and quality of life in a residential neighborhood." Signs, particularly electronic changeable copy signs, associated with these quasi-public land uses will be degrade the quality of life of a residential neighborhood. Just as these signs are inconsistent with General Plan land use polices, they will also be inconsistent with the Zoning Ordinance purpose of this land use.

The addition of electronic changeable copy signs in the proposed sign ordinance is really about these signs suitability for placement in different areas of the city. Their electronic display creates potential issues of impact to and with the visual character of the community not present in or different from traditional non-electronic signs. Some of these issues are the sign's brightness and glare in relation to the sign's surroundings, the night sky and light pollution, avoiding light trespass onto nearby properties and sensitive uses, their impacts on views, the look and character of the community.

Electronic changeable copy signs are also Inconsistent with the City's General Plan Visual Resource Policies: The General Plan has many policies to protect overall community aesthetic values, quality of life, and community character. Allowing electronic changeable copy signs to be located along scenic corridors is inconsistent with many general plan policies which speak about minimizing signage in these areas. Policies (VH 1.3, VH 1.4, VH 1.5) are about protecting views from various areas and Policy VH 2.1 describes designated scenic corridors (Hollister, Cathedral Oaks, Fairview, Calle Real, The policy is explicit: "Minimize use of signage." Also, General Plan policy VH 2.3 Development projects along Scenic Corridors indicates that to ensure visual compatibility with the scenic qualities adjacent to the scenic corridors, "minimize use of signage" is one of the practices that shall be used. Maximizing attention through their brightness and distractibility, electronic changeable copy signs will degrade views along these scenic corridors and is thus totally inconsistent with the above policies.

General Plan policy 3.2 Neighborhood Identity says "the unique qualities and character of each neighborhood shall be preserved and strengthened. Electronic changeable copy signs will do neither. Further, General Plan Policy VH 3.7 Signage is clear about intent for the city's signage: "The city's visual character shall be enhanced through the use of restrained and tasteful signage that conveys an orderly and attractive appearance, compliments project design and enhances city image. Excessive signage should be minimized." There is nothing restrained about electronic changeable copy signage for it is the most visually intense form of signage due to its potential to display variations in light, color, movement and changeable copy. This is, again, signage maximized, not minimized.

The visual character of the city is in part derived from the built environment. Today, traditional signs are designed to "fit" onto the building façade where they are located and designed specifically for the enterprise located in the building. Electronic changeable copy signs are solely dependent upon the sign face for creativity. They aren't designed to be compatible or enhance the architecture or work with other signs, and may thus well end up clashing with the building's architectural elements, and become the stand-out feature of that building, rather than a part of it.

It appears that an electronic changeable copy sign allowed for a quasi-public land use in a zone district where these signs are not otherwise allowed (e.g., commercial zone district) could be either 10 to 12 ft high, on a pole or on a wall. A pole sign will be inconsistent with General Plan Policy VH 1.4 about minimizing structural intrusion into the skyline. The two quasi-public land uses located on Hollister in Old Town Goleta (currently a banquet hall and a church) could both have an electronic changeable copy sign under the proposed sign ordinance. However, General Plan Policy VH 4.2 Old Town indicates that all design shall "... be consistent with the Goleta Heritage District Architectural and Design Guidelines..." which dictate the sign standards for this area of the city where "free standing pole signs of any size or scale are prohibited." And another design standard which prohibits an "internal box-type lighting" suggests that an electronic changeable copy sign with its box of internal LEDs would be similarly prohibited. Thus the proposed sign ordinance section for allowing changeable copy signs for quasi-public land-uses located in Old Town Goleta's heritage district is inconsistent with this General Plan policy.

Impacts not mitigated in sign ordinance for electronic changeable copy signs: There has been no discussion in any public forum or analysis or information in any city document about whether the standards proposed to regulate these signs will be sufficient to mitigate their impacts. This needs to be known. For example, the measurement for light intensity (Lamberts (FT-L) of electronic changeable copy signs is not in the definition section and thus it is impossible to understand the significance of this control mechanism for sign light intensity, particularly at night when brightness needs to be limited and whether this standard is a sufficient to control for either day or nighttime when there needs to be adjustments of brightness to surrounding light levels. The sign ordinance is also silent on other regulations: what is the copy color, what must happen to the sign when there is a malfunction (does it need to go dark?), what are the standards to protect against glare and, light trespass onto adjacent properties, and what times must the sign be turned off, and why is the six seconds used as a standard for the changeable copy when a much longer interval might reduce the distractibility impact?

Conclusion: Electronic changeable copy signs have the potential to create significant adverse impacts to community aesthetics and character, be incompatible with surrounding uses, and in conflict with land use and visual resource policies as set forth in the General Plan. They will change locally recognized values of community appearance and alter the character and quality of residential neighborhoods. The signs intensity of light will create new sources of light and glare and impact views from adjacent scenic corridors, detracting from the visual character of the local area.

The impacts from electronic changeable copy signs aren't the same impacts as those identified in the 2006 General Plan Final EIR and 2009 SEIR because these signs didn't exist in the city's environment and weren't anticipated to be part of it. Thus their characteristics and impacts couldn't be analyzed because it wasn't known what they were or couldn't be anticipated what they were when the EIR and subsequent EIR were certified.

The proposed sign ordinance now allowing electronic changeable copy signs will result in greater impacts on aesthetics and visual resources and land uses than those analyzed in the 2006 FEIR and 2009 SEIR. The above analysis indicates that the impacts of these signs, with only one mitigation offered to reduce the sign's impacts still does not bring, the project into conformance with the City's General Plan policies and thus the project description needs to be revised to eliminate these kinds of signs.

Thank you for consideration or our comments.

Sincerely,

//s//Cecilia Brown

On behalf of the Goodland Coalition

Helen Gannon

Subject: RE: RV parking

-----Original Message-----

From: ehleska@amcom.net [ehleska@amcom.net]

Received: Wednesday, 02 Mar 2016, 9:41PM

To: Anne Wells [awells@cityofgoleta.org]

Subject: RV parking

I have seen a lot of activity on the Nextdoor website about the RV parking. I am not sure what the real problem is but I would support an ordinance to restrict RV parking on the street and in driveways. I will leave it to the city to figure it out but I do not want to be seen as opposing the control of RV s.

Edward Leska

6278 Covington Way

Goleta, CA

Helen Gannon

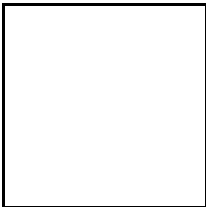
Subject: RE: goletazoning.com Participate: Form Submission

From: donotreply@godaddy.com [<mailto:donotreply@godaddy.com>]

Sent: Wednesday, March 02, 2016 9:13 PM

To: Wendy Winkler

Subject: goletazoning.com Participate: Form Submission



Name:

linda slice

Email:

lindamslice@gmail.com

Subject:

residential rv parking

Message:

i think it would be crossing a serious line if you start telling people what they can park in their driveway...i am curious as to why this is an issue...people who own homes pay a lot of money in taxes...i think they deserve all the breaks they can get!

This message was submitted from your website contact form:

<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Helen Gannon

Subject: RE: Fwd: Electronic Signs in the neighborhood

Begin forwarded message:

From: Cecilia Brown <browknight1@cox.net>
Date: March 3, 2016 at 12:04:38 PM PST
To: <jfarr@cityofgoleta.org>, Michael Bennett <mbennett@cityofgoleta.org>, <tvallejo@cityofgoleta.org>, <raceves@cityofgoleta.org>, <pperotte@cityofgoleta.org>
Cc: <mgreene@cityofgoleta.org>, <browknight1@cox.net>
Subject: Electronic Signs in the neighborhood

Dear Mayor Farr and Councilmembers,

Next week the Design Review Board and the following week the Planning Commission will start their review of the sign ordinance which proposes to allow electronic changeable copy signs for quasi-public land uses (i.e., community assembly facilities which are churches and a facility like the Elks Lodge) located in residential areas.

In the northeast quadrant of the city where I live, N. Fairview to east of Cathedral Oaks, there are 11 of these facilities, most located in the heart of neighborhoods with the majority directly across from houses. Should these signs be codified into the ordinance, they will be a radical departure from the just two traditionally lighted and static changeable copy signs exist.

While electronic changeable copy signs allowed in the sign ordinance will be smaller than the colorful, brightly lighted, and visually distracting LED sign at Earl Warren Showgrounds, they will have many of the small characteristics. The sign ordinance allows them to “blink, flash, shimmer, glitter, rotate, oscillate” and change copy every few seconds, making them totally out of place and character with residential living. Most importantly, electronic changeable copy signs are in conflict with the city’s General Plan land use and visual resource policies and inconsistent with other policies in the proposed zoning code. The city needs to rethink the use of these signs for any land use located in or near residential areas because of their incompatibility with residential zoning.

A consistent theme across a search of internet literature reveals the negative effect electronic changeable copy signs have on the quality of life of residential areas. Now a part of the new sign ordinance, these signs should have been included for analysis and assessed for their impacts in the zoning code’s DSEIR. But, there is no mention of them at all. The Goodland Coalition believes this an oversight. The discussion at the attachment must be part of the city’s acknowledgement of the issues with these signs. There must be a robust analysis of their impacts and inconsistencies with the General Plan and mitigations provided for those impacts or if not possible, then a rewrite of the project description (the sign ordinance) to eliminate them is required. The community must know why the City of Goleta is imposing these community character changing signs on neighborhoods. To not have already had a public dialogue or discussion before decisionmaker hearings take place is a disservice to the public process. The three minutes allotted to speak at these hearings is insufficient and inadequate to address the many issues with these signs.

Cecilia Brown
For the Goodland Coalition

Helen Gannon

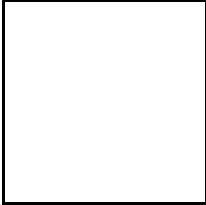
Subject: RE: goletazoning.com Participate: Form Submission

From: donotreply@godaddy.com [<mailto:donotreply@godaddy.com>]

Sent: Thursday, March 03, 2016 12:36 PM

To: Wendy Winkler

Subject: goletazoning.com Participate: Form Submission



Name:

Lise Christiansson

Email:

liseyde@yahoo.com

Subject:

RV private property parking

Message:

I find it hard to believe that our City of Goleta wants to take away recreational vacation rights of people. How can you even think about doing this? I tried to explained this to our adopted children (out of foster care)that we may have to sell our RV because being on a limited income, we may not have a place to park it that is convenient to our needs and budget. If we can't park on our own private property our recreational vehicle, where do we store them when not in use? We have our RV ready for emergency preparedness if we have to evacuate. We are self contained, and are able to help others in need. Isn't that an important issue for our City? Just like your emergency utility trailers that you have parked in parking lots in the City. (double standards, don't you think?) But if it's stored in Oxnard or someplace up north, what good does that do us? I remember a time when we allowed RV parking on our streets. How do you think Michael Bennett got his house remodeled? "Living in a trailer in front of his own Goleta home." WOW, where did those days go Michael? Now you want to take our rights away for our own private property use that we pay taxes on. I just read an article in the monthly Rotary magazine. An article about LEADERS VS FOLLOWERS. "A good FOLLOWER must be engaged in an active collaboration with the LEADER, and that requires critical thinking. FOLLOWERS must be candid with superiors, especially in offering constructive criticism that might AID the larger cause. Are you looking at the larger cause and do you have followers to give you advice and feedback? Don't we want families to move into our neighborhoods or not? An RV or a boat in the drive way or yard tells me, we are a FAMILY ORIGINATE CITY. Then that brings me to this: The Rotary four way Test #1. Is it the TRUTH? #2. Is it FAIR to all concerned? #3. Will it build GOODWILL and BETTER FRIENDSHIPS? #4. Will it be BENEFICAL to all concerned? A great TEST that all should live by, even our elected officials. I ask you, "is this a City that should renamed its' Neighborhood Improvement Program to the Neighborhood Intrusion Program? If you are still looking for feedback then why is this HOT topic not included on the March 14 meeting? In the March Goleta Monarch magazine, it asked for continued community feedback? Then why are we not talking about this more? Please do not infringe upon the liberties of others. If you have an issue address that specifically. Don't infringe upon the liberties of others on private property rights who do try and abide by good neighborly conduct by social contact. It seems like we're constantly overreaching on laws for things that don't need to be fixed. "We want to live in a City

that values' the right of people, to the peaceful uninterrupted enjoyment of our private properties." Please do not pass this zoning right. We want to live in a City that is governed for the people by the people. "No man is good enough to govern another man without that others' consent." Thank you, Lise Christiansson Goleta RV home owner

This message was submitted from your website contact form:

<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Helen Gannon

Subject: RE: Fwd: New Zoning ordinance proposal section 17.39.070

Begin forwarded message:

From: Francis Wesley Herman <rico004@cox.net>
Date: March 3, 2016 at 9:53:50 PM PST
To: <awells@cityofgoleta.org>, <raceves@cityofgoleta.org>, <jfarr@cityofgoleta.org>, <pperotte@cityofgoleta.org>, <tvallejo@cityofgoleta.org>
Cc: <Scott515253@outlook.com>
Subject: **New Zoning ordinance proposal section 17.39.070**

Dear Fellow Citizens of Goleta, Members of the City Council, and City Staff Memebers

Thank you for your service to our beautiful City of Goleta, it's character, traditions, and unique environment. I write regarding the proposed new zoning ordinance. My concern centers upon the proposed changes it outlines regarding our historical, traditional and customary uses of our driveways and yards. I first took up residence in old town Goleta in 1965 on Magnolia while I attended UCSB. I was struck by the mixed character of the businesses, residences and other types of properties throughout the Goleta Valley. I have owned two homes in the Santa Barbara Shores Housing tract. Our homes in this neighborhood were built in the early 1960's. I purchased my current home on Pismo Beach Circle because of it's size and configuration which allowed for more than the required off street parking. When shopping the area for a new place to live, I noticed many of the homes in the neighborhood had RV's, Boats on trailers, working trailers, Lobster Traps, antique project cars and trucks, and any number of other individual adaptations that suited each occupant's lifestyle or profession, stored, and or parked upon the lots, yards and driveways.

The proposed new zoning ordinance calls for a severe change to these historical, customary and traditional uses which we have enjoyed for over half a century. i fully understand the need to carefully plan any new development proposed in our fine city. It seems fair and just to take all we have learned about community enhancement into consideration when processing the approval of new developments. These projects have the luxury of setting aside areas for greenbelts, RV parking areas, recreational areas, tennis courts etc. as part of their overall plan. To overlay our existing neighborhoods with the same basic tenets in mind is ill advised, onerous, and an unjust and uncompensated taking i my opinion. A group of us have consulted several land use experts regarding the radical changes being proposed as to how we may use our properties should this new ordinance be adopted in it's present form. The opinions offered have encouraged us to get involved in the process to protect these traditional, customary and historically long term uses of our properties. Many of us attended a Planning Commission meeting on Monday, Feb. 15, 2016. Chairman Eric Onnen allowed us to express our concerns regarding the changes being considered. 31 speakers spoke to the issue and every person expressed opposition to any changes in zoning which would alter the way we have used our properties. The meeting was recorded and has been televised on the City's channel. The entire Planning commission and all the staff members participated in a workshop immediately following the Public comment phase of the meeting. To the person they all agreed to change the wording and alter the proposed ordinance to reflect their agreement with the speakers who opposed changes to the way we have used our

properties for over 50 years.

I have been monitoring the City's website and have not seen any changes in the wording of the proposed ordinance as of the date of this email to you.

I understand that there may have been some letters or other correspondence received by the City regarding the proposed ordinance. I wish to ask where I may view these documents or copies thereof. On the City website I searched for any such documentation. Under the title, " Previous Documents, summary of interviews", i clicked the category and came up with unreadable text. Every other category lead to a readable document.

Given the overwhelming opposition expressed at the Planning Commission Mtg. of 2/15/2016, I request to be on any mailing list which will keep me informed regarding the ongoing process which will consider the newly proposed zoning ordinance. I would also like to know how and where I can view any written support, comment or opposition to the adoption of the new ordinance.

Thanks again for the time and energy you selflessly devote to our lovely community. I was very positively impressed by the way Chairman Onnen, the entire Commission and city staff, organized, conducted and reacted to the meeting I attended. It appeared to be a very beautiful example of democracy in practice. I look forward to being involved as this matter moves forward. Any guidance you can provide on how I may be closely involved would be greatly appreciated.

I may be reached by phone at 805 968 8177 or by email at rico004@cox.net.

Sincerely

Santa Barbara County Fire Dept. Captain, Wes Herman, retired
7648 Pismo Beach Circle
Goleta, Ca. 93117

Helen Gannon

Subject: RE: RV zoning is going crazy

-----Original Message-----

From: Bob Kvaas [rkvaas@gmail.com]

Received: Thursday, 03 Mar 2016, 10:23AM

To: Anne Wells [awells@cityofgoleta.org]

Subject: RV zoning is going crazy

Hello Anne Wells-

I would like to state my firm opposition to any zoning changes which would require me to move my pickup camper which is now parked (entirely) on my own driveway. It has a small shell over the bed of the 1/2 ton pickup truck. I have lived in Goleta for 38 years and NEVER has ANYONE made ANY negative comments about the truck/camper which I have owned all of those 38 years. It used to be parked on the street but I moved it to my driveway when Goleta passed a law that prohibited that a few years ago. You see, it was 1.5 *inches* larger than the (arbitrarily imposed) size limit. Since that time, I have felt that this law was intrusive of my rights to park a legally registered vehicle on a public street. But now this proposed change in the code would prohibit me from even keeping it on my driveway which is my own personal property. This is getting beyond ridiculous to plan stupid. The truck is just like other vehicles which park on the street and driveways. Don't single out RV owners for persecution. Leave RV zoning OUT of the zoning code update! Please!!

Bob Kvaas
6271 Parkhurst Drive
Goleta, CA 93117
805-964-4626
rkvaas@gmail.com

Helen Gannon

Subject: RE: Zoning Ordinance - RV parking

-----Original Message-----

From: Barbara Remick [bremick805@gmail.com]

Received: Thursday, 03 Mar 2016, 10:58AM

To: Roger Aceves [raceves@cityofgoleta.org]; mbennet@cityofgoleta.org [mbennet@cityofgoleta.org]; Jim Farr [jfarr@cityofgoleta.org]; Paula Perotte [pperotte@cityofgoleta.org]; Tony Vallejo [tvallejo@cityofgoleta.org]

CC: Anne Wells [awells@cityofgoleta.org]

Subject: Zoning Ordinance - RV parking

Greetings esteemed members of the Goleta City Council,

I am a native of Santa Barbara and a Goleta resident since 2002. I moved to Goleta primarily to care for my elderly mother, but have come to really love this beautiful, friendly and more affordable place to live.

No doubt you have been, and will continue to be, contacted by many residents regarding their concerns about RV parking regulations within our City limits. I'm thrilled to learn that these restrictions were recently removed from the Draft Zoning Ordinance by the Planning Commission. How fantastic that they really heard those of us who attended and spoke at the February 22 meeting of the Commission! But, I am very aware of the possibility that City Staff may have recommendations for Council as the review process begins, which might impact parking RVs at our homes, specifically in the front setbacks.

As many of my neighbors who want to keep their RVs at home make contact with you, their reasons will be many:

- local storage facilities with very long waiting lists
- the inconvenience of driving to Ventura, Lompoc or beyond to retrieve their RV
- use of their RV during emergencies, including the safe-keeping of pets
- maintaining easy access to their RV to provide their families with affordable vacation travel
- concerns of Goleta becoming over-regulated like Santa Barbara

All valid reasons from my perspective. But, there are some of us who need their RV for an even more compelling reason, to earn a living! I am a fine artist and need to travel to arts shows and other events to sell my work. Most venues provide overnight parking at a low rate, which goes a long way in making my trips profitable for me. This has been a long time dream of mine to finally, "quit my day job" and earn a living doing what I love, making fine jewelry. So, after nearly 30 years as a teacher and school administrator in Santa Barbara, last year I finally did it! In 2013 I purchased a beautiful brand new travel trailer in preparation for this major change in my life. My small 18' travel trailer fits perfectly on my driveway and is a source of pride and comfort for me, and for my elderly mother. She fully expects to take up residence in our trailer when the "big one" hits!

As an artist, I am esthetically sensitive and I most definitely understand the point of view of those who feel that RVs are an eyesore, admittedly some of them are. I understand that there are some concerns about property values, but that is a two-sided coin! Many of us consider RV'ing a lifestyle unto its own, and Goleta is the place to buy a home if you are an RV owner. How attractive would Goleta be to a young family who's excursions provide valuable family bonding and educational experiences for their children? Having grown up in Santa Barbara, wanting an RV since childhood, my family could not have one due to zoning regulations and the high costs of out-of-town storage. I can't begin to express how important and comforting it is to have my RV at home.

Lastly, I hope that you will honor the decision by the Planning Commission to omit RV parking restrictions from the City's new Zoning Ordinance.

Thanks so much for your consideration.

Warmest regards,

Barbara

Barbara Remick
Goleta resident since 2002

Helen Gannon

Subject: RE: Fwd: Zoning Ordinance - RV parking

Begin forwarded message:

From: Barbara Remick <bremick805@gmail.com>
Date: March 3, 2016 at 10:58:34 AM PST
To: <raceves@cityofgoleta.org>, <mbennet@cityofgoleta.org>, <jfarr@cityofgoleta.org>, <pperotte@cityofgoleta.org>, <tvallejo@cityofgoleta.org>
Cc: <awells@cityofgoleta.org>
Subject: Zoning Ordinance - RV parking

Greetings esteemed members of the Goleta City Council,

I am a native of Santa Barbara and a Goleta resident since 2002. I moved to Goleta primarily to care for my elderly mother, but have come to really love this beautiful, friendly and more affordable place to live.

No doubt you have been, and will continue to be, contacted by many residents regarding their concerns about RV parking regulations within our City limits. I'm thrilled to learn that these restrictions were recently removed from the Draft Zoning Ordinance by the Planning Commission. How fantastic that they really heard those of us who attended and spoke at the February 22 meeting of the Commission! But, I am very aware of the possibility that City Staff may have recommendations for Council as the review process begins, which might impact parking RVs at our homes, specifically in the front setbacks.

As many of my neighbors who want to keep their RVs at home make contact with you, their reasons will be many:

- local storage facilities with very long waiting lists
- the inconvenience of driving to Ventura, Lompoc or beyond to retrieve their RV
- use of their RV during emergencies, including the safe-keeping of pets
- maintaining easy access to their RV to provide their families with affordable vacation travel
- concerns of Goleta becoming over-regulated like Santa Barbara

All valid reasons from my perspective. But, there are some of us who need their RV for an even more compelling reason, to earn a living! I am a fine artist and need to travel to arts shows and other events to sell my work. Most venues provide overnight parking at a low rate, which goes a long way in making my trips profitable for me. This has been a long time dream of mine to finally, "quit my day job" and earn a living doing what I love, making fine jewelry. So, after nearly 30 years as a teacher and school administrator in Santa Barbara, last year I finally did it! In 2013 I purchased a beautiful brand new travel trailer in preparation for this major change in my life. My small 18' travel trailer fits perfectly on my driveway and is a source of pride and comfort for me, and for my elderly mother. She fully expects to take up residence in our trailer when the "big one" hits!

As an artist, I am esthetically sensitive and I most definitely understand the point of view of those who feel that RVs are an eyesore, admittedly some of them are. I understand that there are some concerns about property values, but that is a two-sided coin! Many of us consider RV'ing a lifestyle unto its own, and Goleta is the place to buy a home if you are an RV owner. How attractive would Goleta be to a

young family who's excursions provide valuable family bonding and educational experiences for their children? Having grown up in Santa Barbara, wanting an RV since childhood, my family could not have one due to zoning regulations and the high costs of out-of-town storage. I can't begin to express how important and comforting it is to have my RV at home.

Lastly, I hope that you will honor the decision by the Planning Commission to omit RV parking restrictions from the City's new Zoning Ordinance.

Thanks so much for your consideration.

Warmest regards,

Barbara

Barbara Remick
Goleta resident since 2002

HARRY S. ROUSE
27 Calaveras Avenue
Goleta CA 93117-1333
3 March 2016

RECEIVED
MAR 07 2016
City of Goleta
Planning & Environmental Svcs.

City of Goleta
Planning Commission
130 Cremona Drive
Goleta CA 93117

Subject: Proposed Restrictions on RV Parking

Gentlemen:

After attending your planning workshop on Saturday, 29 February, I felt compelled to compose this follow-up to my previous letter, dated 24 February.

The workshop was attractively set up and a member of your staff, Ms. Martha Miller, listened to my views and then made notes of same on a large poster board. I took a few notes and then returned home so I could put together this letter.

Let me offer the following additional points for your consideration:

- The proposed plan fails to clarify the difference between RVs parked at home (when not in use during outings to various recreational sites) and those vehicles that are effectively in long-term storage and have not been used for many years. Regrettably, there are a few of the latter in my extended neighborhood and they are truly an eyesore. Note also that many or most of these may not bear current DMV registration stickers on their license tags.
- The majority of homes in Goleta are occupied by working class families, and those who own RVs may not be able to find, or afford, long term commercial storage for same. And, there is the added worry that their RVs in said storage may not be adequately protected from theft, burglary, vandalism or wildfires. Note that many late model motor homes and large travel trailers may well be valued in excess of \$250,000, and there is the possibility that their insurance policies may not provide full coverage for such vehicles when in commercial storage.

- Please note that those persons behind these planned parking restrictions may have failed to consider that we homeowners still own our own properties and still have to pay property taxes on the setback areas. To be denied reasonable use of same is an affront to the concept of individual private property rights.
- Do please consider the plight of small business owners and other residents who use their pickup campers and small van conversions for their daily travel to and from work. When they return home from work, would they now be forced to park on the public streets, or behind tall gates?
- Nowhere in the proposed ordinance did I see any mention of restrictions on the parking of large commercial vehicles, cargo trailers or off-road equipment, whose owners keep them at home. Are these now to be banned from said parking?

Lastly, I wish to voice my complaint that our City government has largely failed to notice those residential properties that are overrun with dead vehicles, boats and other clutter, left to rot in driveways and even on front lawns.

It is this sort of willful neglect that diminishes our community and the property values of all our homes. Doesn't the City of Goleta have a nuisance ordinance? Is there any enforcement of existing codes and regulations?

In conclusion, it is high time for the City to enact, and enforce, reasonable parking regulations which do not discriminate against homeowners, renters, small business owners or visitors. I would welcome a response to my letters.



cc: Goleta City Council

HARRY S. ROUSE
27 Calaveras Avenue
Goleta CA 93117-1333
24 February 2016

City of Goleta
Planning Commission
130 Cremona Drive
Goleta CA 93117

Subject: Proposed Restrictions on RV Parking

Gentlemen:

It has come to my attention that the City is considering the imposition of restrictions on recreational vehicle (RV) parking on private residential properties within the City.

While I have many reservations about this plan and the motives of whoever may be behind it, I state that I am the owner of a 24-foot fifth-wheel travel trailer which is parked beside my driveway. Most of this RV sits behind the 25-foot setback, but about four feet of its length extends forward of that line.

Before I get into the details of my objections, I state that my RV has occupied the same location for over thirty years, during which time not one person has voiced to me any kind of complaint, nor is it the only such vehicle on our block or in the El Encanto Heights subdivision. Note that this RV is well-maintained, is in good repair and is not used for residential purposes. Mrs. Rouse and I use it for occasional vacation trips across the country, as well as for short outings to nearby State beach and desert campgrounds.

Should our single-family home be rendered uninhabitable during an emergency or disaster, we might need to reside temporarily in the trailer. But, I have a far more compelling reason for having the vehicle readily available to me: I am a federally licensed Amateur Radio Operator and an active member of the Amateur Radio Emergency Service. In that role, I am required to be ready to participate on short notice in any official call-out, providing two-way radio communications support to local, state or Federal agencies. Note also that the County of Santa Barbara maintains at its Cathedral Oaks Road facility a fully equipped Amateur Radio station for our use as needed.

My RV is fully equipped with the necessary two-way radios, antennas, batteries, generator and solar panels, enabling it to operate independently of conventional electric power. And best of all, it is mobile, enabling me to take it to almost any location in the City or County and to stay on duty for up to seven days without needing to purchase food, water or fuel.

And finally, while I must agree with the admirable goal of maintaining favorable residential neighborhood appearances, it is apparent that our City has managed since its creation in 2002 to ignore the creeping blight resulting from illegal conversion of garages and houses to accommodate the hordes of renters whose cars, pickup trucks and boats crowd our streets, driveways and front yards.

If the City of Goleta truly wishes to beautify its neighborhoods, it should survey every residential property for compliance with building codes and issuance of building permits. The proposed regulation of responsible on-site RV parking in residential neighborhoods should sit far, far down on the City's list of priorities.

Harry House

Helen Gannon

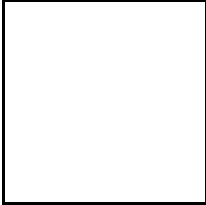
Subject: RE: goletazoning.com Participate: Form Submission

From: donotreply@godaddy.com [<mailto:donotreply@godaddy.com>]

Sent: Thursday, March 03, 2016 2:37 AM

To: Wendy Winkler

Subject: goletazoning.com Participate: Form Submission



Name:

Sue Sadler-Pare'

Email:

slsp2@hotmail.com

Subject:

RVs in setback

Message:

I am against this potential ordinance! There are more Goletans who are against this or who could care less as long as it isn't a blight issue.. Go after the 5 cars on a property, broken down, used as storage, leaking oil into our storm drains! Stop incessantly barking dogs! But leave the clean, tidy, law abiding properties alone if they have an rv parked in their driveway! ! So little negative affect for such a ridiculous big city law! This will become another tool for neighbors to anonymously complain about other neighbors. I deal wth this kind of thing every day in my government job. It's a shame you are considering this and we promise to vote u all out of office if u continue to overgrow our city and create more and more unnecessary laws!!!

This message was submitted from your website contact form:

<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Helen Gannon

Subject: RE: Fwd: RV parking

Begin forwarded message:

From: George and Kathy Stark <kaygee11@cox.net>
Date: March 3, 2016 at 9:34:57 AM PST
To: annewells@cityofgoleta.org
Subject: **RV parking**

Dear Ms. Wells,

We strongly object to the possibility of the City of Goleta banning parking of RV's, trailers and boats in a persons driveway. Yes, they don't always look nice but the city would be putting financial hardship on people in a time of a not so good economy. Also, there are very few places where people can rent spaces for their RV's, boats or trailers.

We find it much more offensive to see people's old wrecked cars in their driveways along with tons of "stuff" that they don't seem to have room to store in a garage or behind a fence.

Please file our objection with the city council and make our voices heard.

Kathy and George Stark
Goleta residents since 1972

The Sustainable Living Research Initiative (SLRI)

- An SLRI zoning program would allow “performance-conditioned approval” of projects to support increased sustainability in ***how projects are used*** after they are built
- Land use flexibility is granted to projects under the program; project performance must be monitored and reported
- Can apply to any zone; must achieve the intent of the zone (please see attached examples developed for SB City)

SLRI status & next steps:

- In Goleta's draft Zoning Ordinance, ***in preliminary format***
- Being developed for SB City's New Zoning Ordinance
- Request to your Planning Commission:
 - Please support staff to update the SLRI language in Goleta's draft ZO to achieve the functional objectives of the SLRI

Sustainable Living Research Initiative

Development Examples and Narratives

Given the challenges of water and energy supply, limited land, parking and traffic concerns, public perception of higher density, and the costs of development, how can the City of Santa Barbara meet the magnitude of need for increased housing while maintaining local quality and character? With the integration of the Sustainable Living Research Initiative (SLRI) into its New Zoning Ordinance, the City of Santa Barbara can lead the way for other coastal cities to respond to housing needs while improving on environmental standards, engaging community concerns in a transparent manner, and maximizing land use without compromising quality of life or property values.

The Legislative Analyst Office's report of March, 2015, summarizes the reality and impacts of the high costs of housing in California. Ownership is out of reach for more and more people, and the % of income that must go towards rent leaves less for other significant needs, thus affecting our local economy. Workers commute more than in non-coastal communities, and people are four times more likely to live in crowded housing. Less attractive housing opportunities impacts the ability of businesses to hire and retain qualified employees "likely preventing the state's economy from reaching its full potential." The LAO reports sums it up: "Though the exact number of housing units California needs to build is uncertain, the magnitude is enormous."

Fortunately, new models of density are gaining strength as population trends create an emerging market for developing multi-generational living and live-work designs, including car-sharing. The incorporation of the SLRI into Santa Barbara's New Zoning Ordinance opens a transparent pathway for these new models to be implemented with accountability to their impacts on the community. It has become increasingly clear that the impacts of development cannot be predicted when based solely on the physical design of the project. As a regulatory structure for "performance-conditioned approval," the SLRI provides a means to approve projects based on actual impacts. By requiring an applicant to propose how their project will use flexibility in zoning to perform better than under the standard zoning, plus a plan to monitor and report to the City the actual performance of the project, the SLRI encourages innovation and gives the City a tool to influence development with social, economic, and environmental benefit.

Some of the innovations that could happen under SLRI flexibility are illustrated here. Each possibility builds upon growing population trends towards greater connection and more shared resources, and offers a model of higher density and thus more affordable housing without increasing (in fact diminishing) the use of cars and the need for parking. Each addresses the need for decreased water and energy use while augmenting those things that make life healthier and happier: increased connection with family and neighbors; more walking and biking as part of daily life; and more connection in the public sphere. The benefits affect our residents, our businesses, and our environment. Ultimately they shape who we are as individuals and as a community.

"You never change things by fighting the existing reality. To change something, build a new model that makes the existing model obsolete." - Buckminster Fuller, Architect

"We can accelerate, simply through our labor, the restoration and regeneration of living systems, if we engage in thoughtful, concerted action. We are actually the keystone species in this moment so we have to align our strategies with the healing powers of mother earth." - Gopal Dayaneni, Ecologist

Development of the Sustainable Living Research Initiative (SLRI) has been facilitated in the Santa Barbara region by Sama Group, co-directed by Faye Cox and Ben Werner.

These efforts were funded in part by the James S. Bower Foundation, through the sponsorship of the Santa Barbara County Action Network (SBCAN).

SLRI contact: Ben Werner, Sama Group | 805-308-6511
ben@monetaryecology.com



SLRI examples and zoning language developed in consultation with:

Ellen Bildsten, Architect
Mat Gradias, Architect
Detty Piekhert, Architect
Geoff Green, SBCC Foundation
Philip Jankoski, Blue Sky Sustainable Living Center
Art Ludwig, Ecological Systems Designer
Dan Meisel, Private Building Inspector
Chiji Ochiagha, Santa Barbara Student Housing Cooperative
Rob Pearson, Santa Barbara City Housing Authority
Chandra Slaven, Planning Consultant
Tony Tomasello, Mesa Lane Partners

Design and Graphics by Meg West



www.megwestdesign.com

PROJECT STATISTICS
Zone: R-1 Residential
<u>Example 1</u>
Parcel Size: 0.25 acres / 10,465 s.f.
1 Story Residence - 1600 sq.ft.
2 parking spaces in garage
86% open space w/out new unit
81% open space with new unit
<u>Example 2</u>
Parcel Size: 0.13 acres / 5500 s.f.
1 Story Residence - 950 sq.ft.
1 parking space in driveway
82% open space w/out new unit
76% open space with new unit

NARRATIVE (NON-SLRI)

The R1 zone is intended to preserve the neighborhood character and density of single-family-households. Secondary residential units are currently not allowed.

The intent of the City's R1 zone is undermined when residential homes are rented to tourists or to groups of locals who want to share high rents, which may result in disruptive sound levels plus increased parking and traffic impacts.

Even when the intent of the R1 zone is achieved, longtime residents experience the limitation of the single-nuclear-family-household model. Retired individuals and couples are not able to provide a suitable separate unit for their own adult children and grandchildren, nor are young families able to provide a home for their elderly parents. This separation of generations reduces quality of life and increases the cost of living for the entire family, including more vehicles required per family and increased childcare and eldercare costs.

NARRATIVE (SLRI)

The SLRI provides a framework for supporting multi-generational living in R1 neighborhoods while ensuring that the desirable look and character of these neighborhoods is preserved and the undesirable impacts of increased density (parking, traffic, and noise) are avoided. Two potential R1 scenarios are illustrated here:

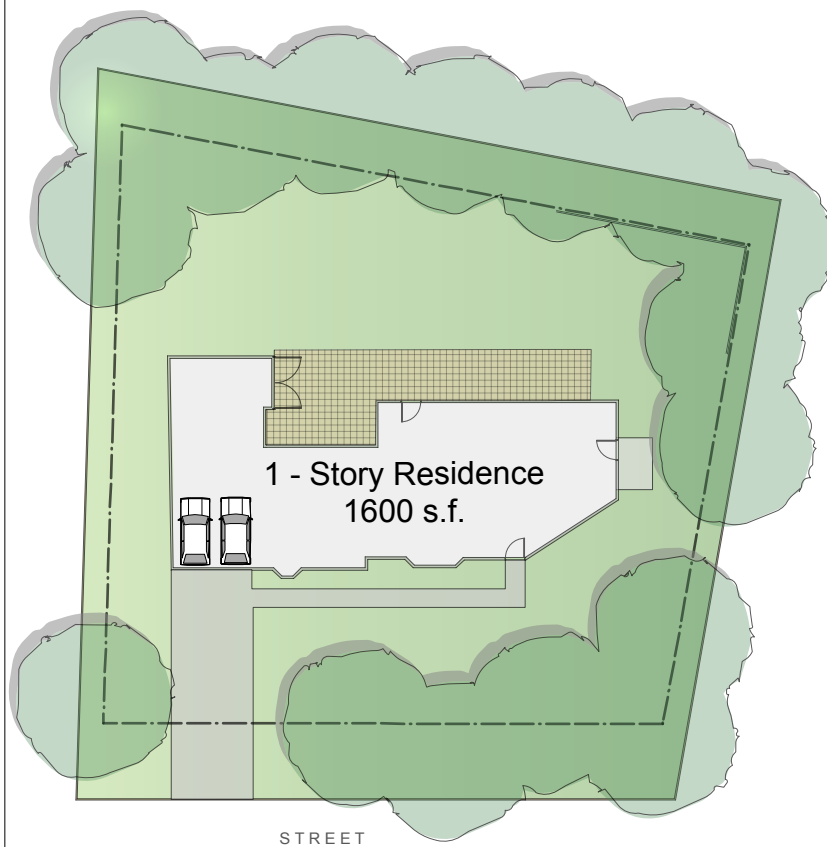
Case 1: 1600 ft2 unit with a 2-car garage and a second 500 ft2 detached unit.

Case 2: 950 ft2 unit with a 1-car parking spot and a second 350 ft2 attached unit.

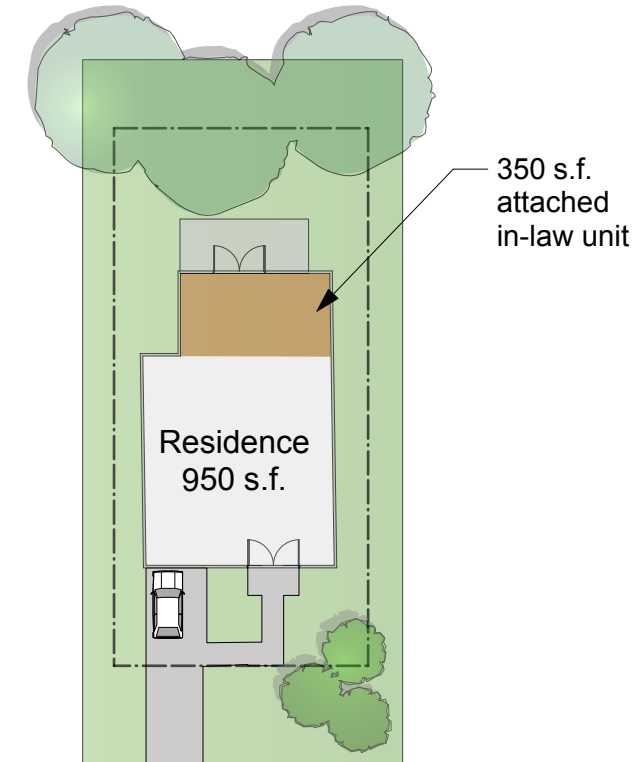
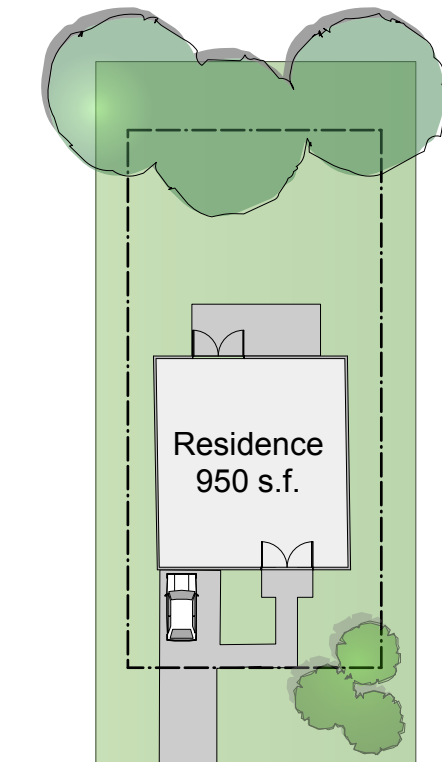
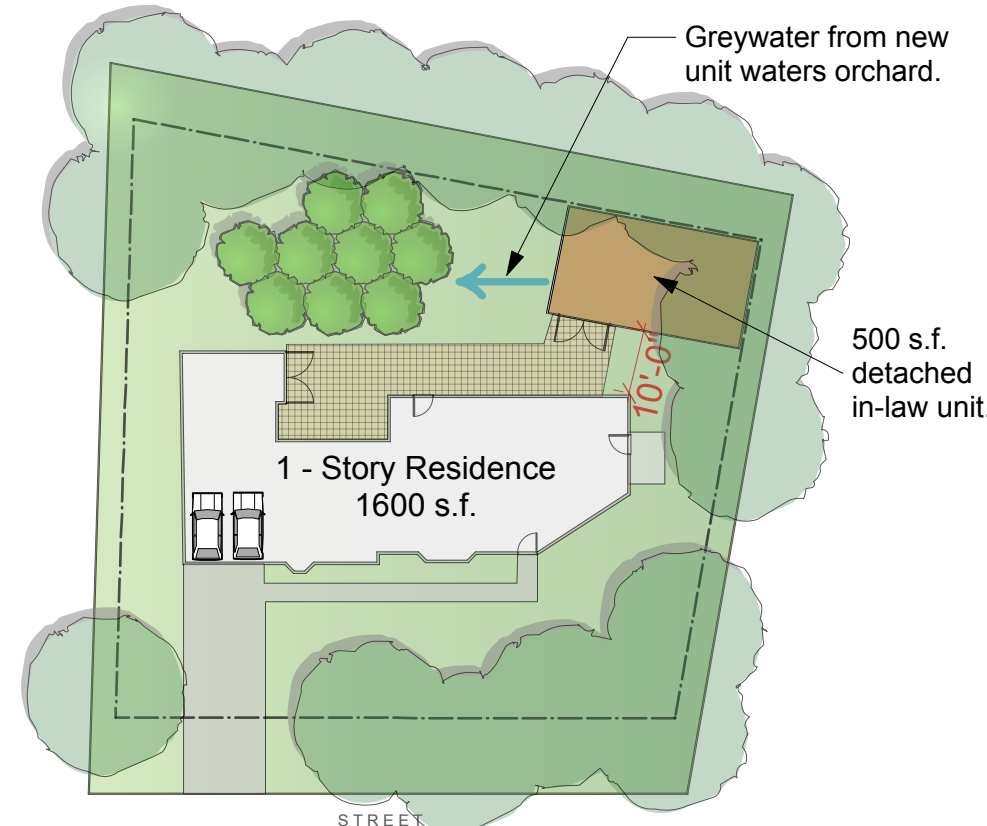
Approval of these projects under the SLRI would begin with an application describing the use of the second dwelling units. The application must also include how the shared use of resources coupled with ecologic design will mitigate any negative impacts to the neighborhood and the broader community, while creating positive social, economic and environmental impacts in accordance with the intent of the existing zone. Specific examples of how this might be accomplished include:

- 1) Car sharing will ensure that the residents will use no more vehicles than provided for with on-site parking.
- 2) The cooperative lifestyle arrangement of the residents will support use and noise levels that are in alignment with the character of the neighborhood.
- 3) The second units' greywater systems will displace freshwater use for landscaping, and combined with new water-efficient appliances in primary and secondary units, will result in a net reduction in water use.
- 4) Onsite PV solar coupled with passive energy-efficient design will ensure that the second units are net zero-energy.
- 5) The shared multi-generational human resources such as child and elder care improve quality of life and reduce living expenses, including affordable housing.

Currently allowed in R1 zone:	
Residential unit density:	1 unit / lot
Setback between structures:	25 ft.
Open space requirement:	Standard
Add'l parking for add'l units:	Yes

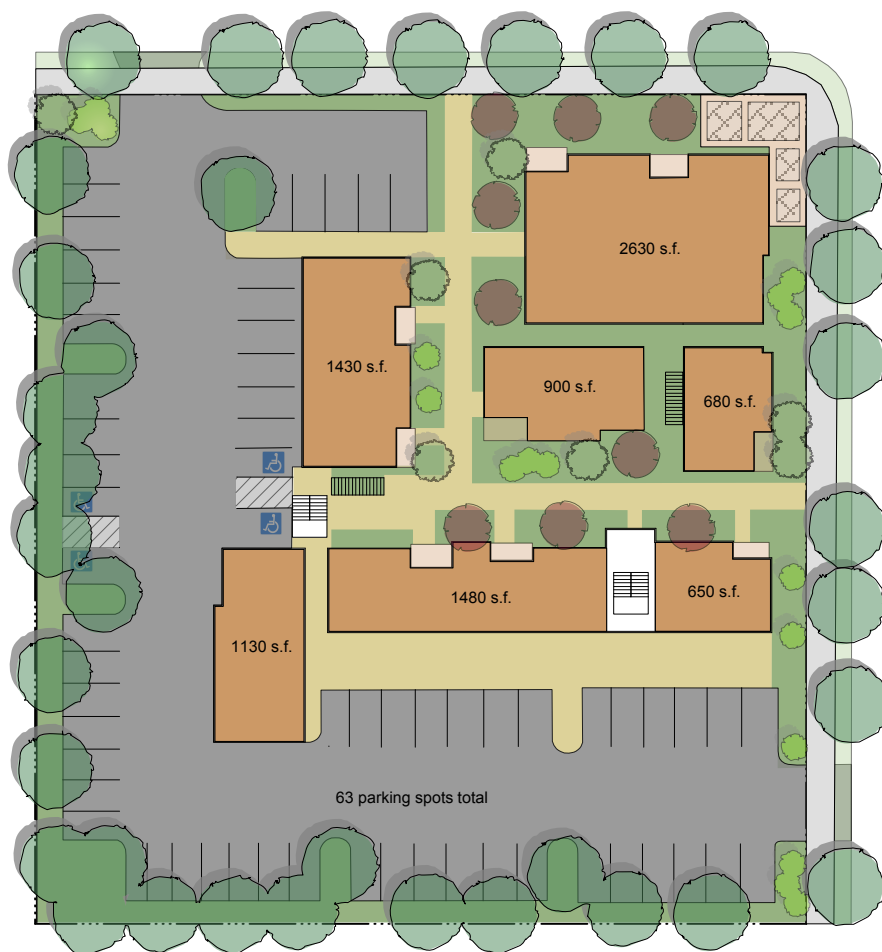


Allowed* under SLRI in R1 zone:	
Residential unit density:	1 + 1 units / lot
Setback between structures:	10 ft.
Open space requirement:	Flexible
Add'l parking for add'l units:	No
* conditioned on performance	



PROJECT STATISTICS (NON-SLRI)	PROJECT STATISTICS (SLRI)
<p>Zone: R4 or R5 MULTIFAMILY HOUSING / HOTEL-MOTEL Parcel Size: 1 acre gross</p> <p>Structures: 35,700 s.f. Residential Gross Floor Area = 35,700 s.f.</p> <p>Parking - 63 Automobile Parking Spaces</p> <p>37% Open Space</p>	<p>Zone: R4 or R5 MULTIFAMILY HOUSING / HOTEL-MOTEL Parcel Size: 1 acre gross</p> <p>Structures: 31,640 s.f. Residential Private Space 1,430 s.f. Residential Shared Space 2,630 s.f. Commercial Space 1,755 s.f. Patio Space</p> <p>Gross Floor Area = 35,700 s.f.</p> <p>Parking - 20 Automobile Parking Spaces - 150 Bicycle Parking Spaces</p> <p>54% Open Space</p>
NARRATIVE (NON-SLRI)	NARRATIVE (SLRI)
<p>The R3 & R4 zones provide for increased density (hence affordability) of residential units, as well as for hotels in R4. A critical challenge the City faces is the need to provide affordable housing while limiting the negative impacts of increased density, mainly traffic and parking. The Average Unit Density (AUD) program allows for an increased number of smaller units with reduced onsite parking in order to incentivize more affordable housing. An example of an AUD housing project is illustrated here with the maximum AUD-allowed density of 63 units per acre and 1 parking spot per unit.</p> <p>Because of a lack of accountability for actual neighborhood impacts, an unintended outcome of an AUD project might be that multiple residents of a unit (several out-of-town students, for example) each own a car, resulting in 2 or 3 times more cars than parking spaces. Also, the increased size and density of projects allowed by AUD - with possible increased noise levels - can significantly alter the character of a residential neighborhood.</p> <p>The City's discretionary design review process faces the increasing challenge of determining the outcomes and impacts of large projects based only on the physical design of the project. Yet the impacts of a project are determined as much by <i>how</i> the project is used as by the physical design of the project. The SLRI offers a process for "performance-conditioned approval" of projects based on proposals that include the <i>use</i> and therefore the impact of the project.</p>	<p>The SLRI provides a framework for high-density affordable housing with greatly reduced parking while ensuring that increased traffic and vehicles parked on the public street are avoided. A potential R3 or R4 scenario is illustrated here, with 106 possible units on 1 acre and 20 parking spots for a car share program, plus commercial space for co-working offices, meeting rooms, and childcare. This ratio of 0.2 parking spaces per unit is conservative relative to statistics on the effectiveness of carshare programs nationally (see "The Impact of Carsharing on Household Vehicle Ownership" by Elliot Martin & Susan Shaheen). Two ground floor scenarios are illustrated:</p> <p>Case 1: Open space around the lot perimeter could be converted to parking if the carshare program fails. Case 2: Assuming the carshare program will work, the buildings are spread apart, creating added shared open space and thoroughfare in the heart of the project.</p> <p>Approval of this project under the SLRI would begin with an application describing the use of the residential units by individuals who don't own vehicles and whose live/work lifestyles are compatible with project. The application must describe how the shared use of resources coupled with ecologic design will mitigate negative impacts to the neighborhood and the broader community while creating positive social, economic and environmental impacts in accordance with the intent of the existing zone. Specific examples of how this might be accomplished include:</p> <ol style="list-style-type: none"> 1) Car sharing will ensure that the residents will use no more than 20 vehicles collectively 2) The live-work mixed use of the project reduces the transportation needs of the residents 3) Shared multi-generational human resources such as child and elder care reduce transportation needs and improve quality of life 4) The live/work lifestyle of the residents will ensure that the use of the property and noise levels will be in alignment with the character of the neighborhood. 5) Stormwater infiltration, highly water efficient fixtures, climate appropriate plants and water reuse such as greywater will result in low metered water use, and lowered impacts from stormwater and sewage. 6) Onsite PV solar coupled with passive energy-efficient design will ensure that the project is net zero-energy. <p>The application must also include a plan for how the project impacts will be monitored and reported to the City and the community. These accounts could be a combination of self-reported narratives of the project by the applicants, and interviews of residents by a third party, along with audits of environmental performance by qualified student/faculty groups. These accounts and reports could be shared on a common website for SLRI projects or other publically accessible venue. These periodic reports would provide the basis for the City or other interested parties to audit the project.</p>

Currently allowed in R3 / R4 zones (AUD):	
Residential unit density:	63 units / acre
Onsite parking:	1 spot / unit
Land uses:	Primarily residential



FIRST FLOOR



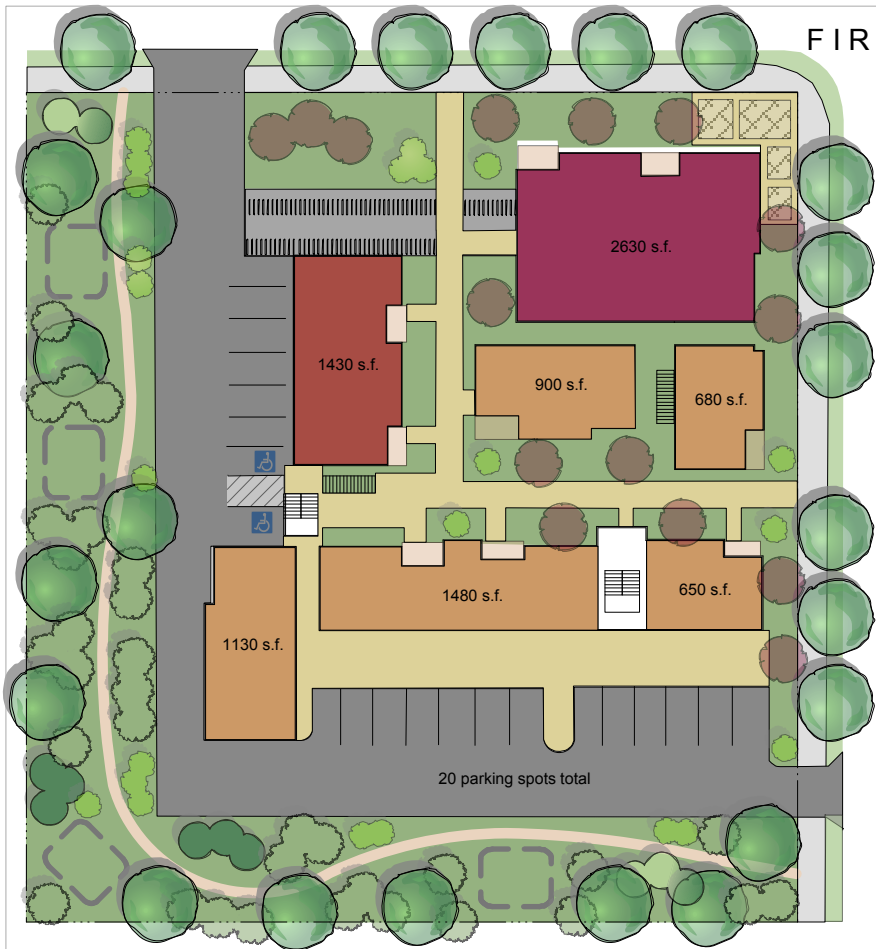
SECOND FLOOR



THIRD FLOOR

COLOR	USE	GROSS S.F.	NOTES
	Residential	35,700	63 units @ 566 s.f. per unit
	Patios	1,755	Attached on all floors
	Parking	18,600	63 spaces
	Open Space	16,060	Includes all hardscape

FIRST FLOOR-OPTION 1



Allowed* under SLRI in R3 / R4 zones:

Residential unit density:	Flexible (102 units / acre, this example)
Onsite parking:	Flexible (0.2 spots / unit, this example)
Land uses:	Supports live / work

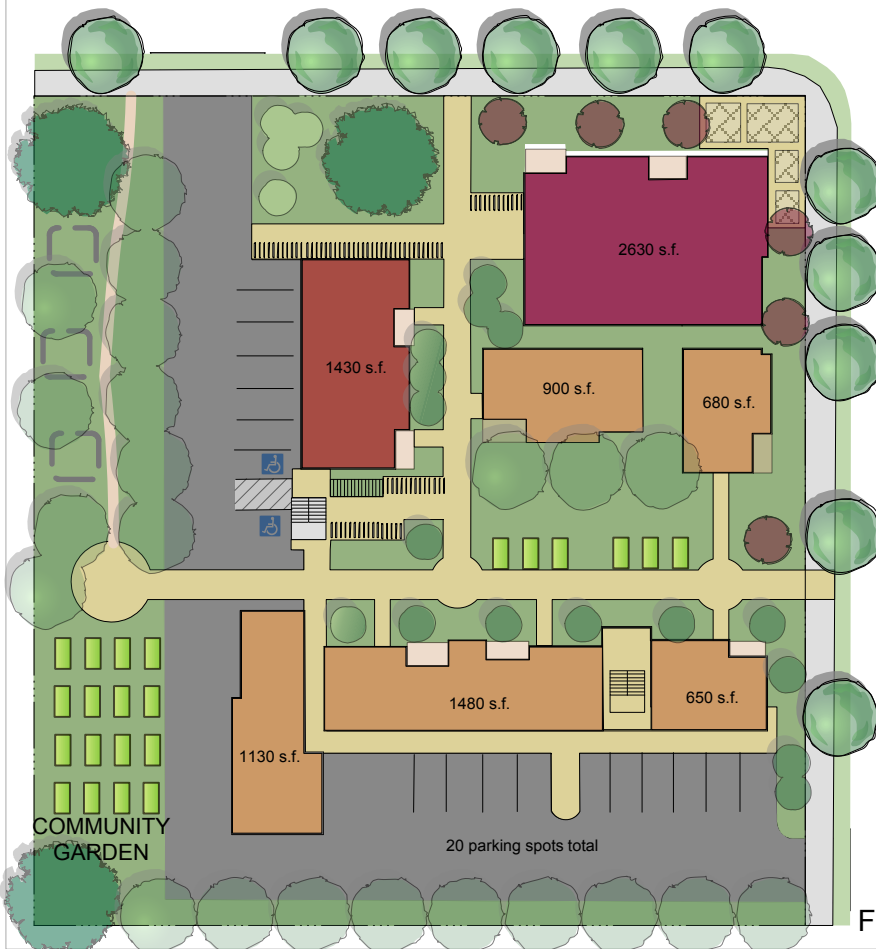
* conditioned on performance



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR-OPTION 2

COLOR	USE	GROSS S.F.	NOTES
[Orange]	Residential / private space	31,640	Bed, bath, and kitchenette each unit, 350 s.f. each. Total units = 102
[Red]	Residential / Shared Space	1,430	Dining room, full kitchen, community lounge, and guest bedrooms
[Light Orange]	Patio space	1,755	Attached to building on all floors
[Purple]	Commercial	2,630	Co-working office space, meeting rooms, childcare, bike shop
[Grey]	Automobile Parking	9,550	20 spaces
[Light Grey]	Bicycle Parking	1,100	150 spaces @ 7 s.f. each
[Green]	Open Space	23,610	Community gardens, food forest, hardscape
[Dashed Box]	Potential future living space	1000 +/-	Small freestanding units could be added in open space if needed

Currently allowed in Agriculture Zone:	
Residential unit density:	1 +1 units/ lot
Land uses:	Strictly agricultural

PROJECT STATISTICS

Zone: A -I -5
 5 ACRE AGRICULTURAL
 Parcel Size: 5 acres gross
 Structures:
 - 6000 s.f. residence/storage
 - 800 s.f. guest house
 - 3000 s.f. greenhouse
 Gross Floor Area = 9800
 Parking
 - 2 car garage in main house
 - 1 parking spot for guest
 - 6 spots for farm workers
 99.5 % open space

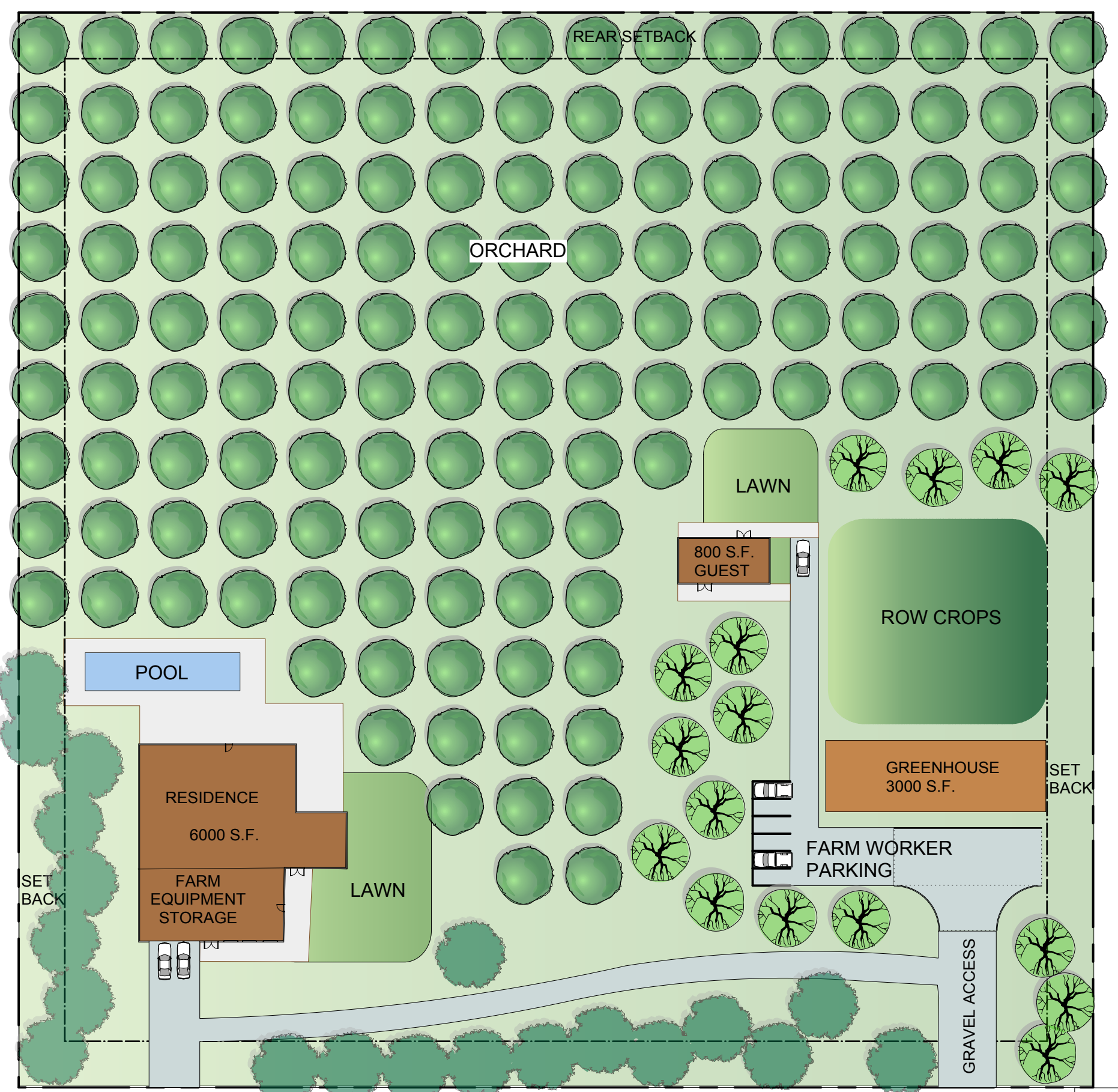
NARRATIVE

Agricultural zones are intended to preserve the rural character and agricultural uses associated with most privately-owned land prior to urbanization. Most agricultural zoning supports this intent by limiting the number of residential units per parcel to 2 units (a main residence and a guest house) and limiting land uses to those strictly defined as agricultural. A typical agricultural zoning scenario is illustrated here with a primary residence plus a guesthouse and a greenhouse.

In areas like Santa Barbara where real estate is in high demand for residential use, the residences are often owned by individuals who have no economic need or intention to farm or ranch. In many cases, they are vacation homes and the agricultural output of the land is symbolic or "hobby farming". In addition, the extra level of privacy associated with high-end residential use often conflicts with public access.

In cases where agricultural land actually is occupied and used by working farmers and ranchers, the high cost of the land puts economic pressure on the agricultural operation to seek higher-income non-agricultural land uses or to sell the land to a developer who would like to rezone the land for higher density residential use. Those farmers who do manage successful agricultural operations typically produce a single crop for export to the global industrial system. A UCSB study determined that in Santa Barbra County, 95% of local production is exported, and 95% of locally consumed produce is imported, resulting in a highly fossil fuel dependent food system [Dr. David Cleveland, Santa Barbara News Press, January 15, 2011 (page D1, D8)]

This past century has seen the loss of professional farmers and the depopulation of farmland. Now there is a rising movement of young people interested in sustainable farming but unable to afford high land prices. A new experiment could be the re-population of farmland by agriculturally-focused communities in such a way that prevents the negative impacts of density (such as vehicles, stormwater runoff, and infrastructure burdens) while improving the agricultural character and functionality of the land and its resilience to ecosystem disruption such as drought. The healthy soil that results from practices of "regenerative organic agriculture" has proven to be an effective carbon sink, and is also capable of retaining large quantities of water; it also allows plants to be more tolerant of weather extremes.



Allowed* under SLRI in Agriculture Zone:

Residential unit density:	10 units / lot
Land uses:	Supports agriculture
* conditioned on performance	

PROJECT STATISTICS

Zone: A - I - 5
 5 ACRE AGRICULTURAL
 Parcel Size: 5 acres gross

Structures:

- 3900 s.f. residences
- 600 s.f. farm stand
- 250 s.f. bathhouse
- 1350 s.f. 3 yurts (450 ea.)
- 1200 s.f. community center
- 700 s.f. greenhouse
- 1100 s.f. storage
- 700 s.f. pergola

Gross Floor Area = 9800 s.f.

Parking

- 4 shared electric cars
- 30 bike parking
- 1 bus parking for visitors

99.5% open space

NARRATIVE

The SLRI will provide the zoning flexibility necessary to create an agricultural village whose residents share a commitment to living sustainably and to increasing local food production aimed at local markets. The economic viability of conventional agriculture is continuously under threat due to drought, decreased soil fertility, and global food commodity markets. All these challenges are exacerbated in Santa Barbara County by high land prices, lack of housing for farm workers, and development pressure from adjacent urban centers. An agricultural village model has the potential to improve economic robustness for farmers as well as ensuring that undesirable impacts of increased density are avoided.

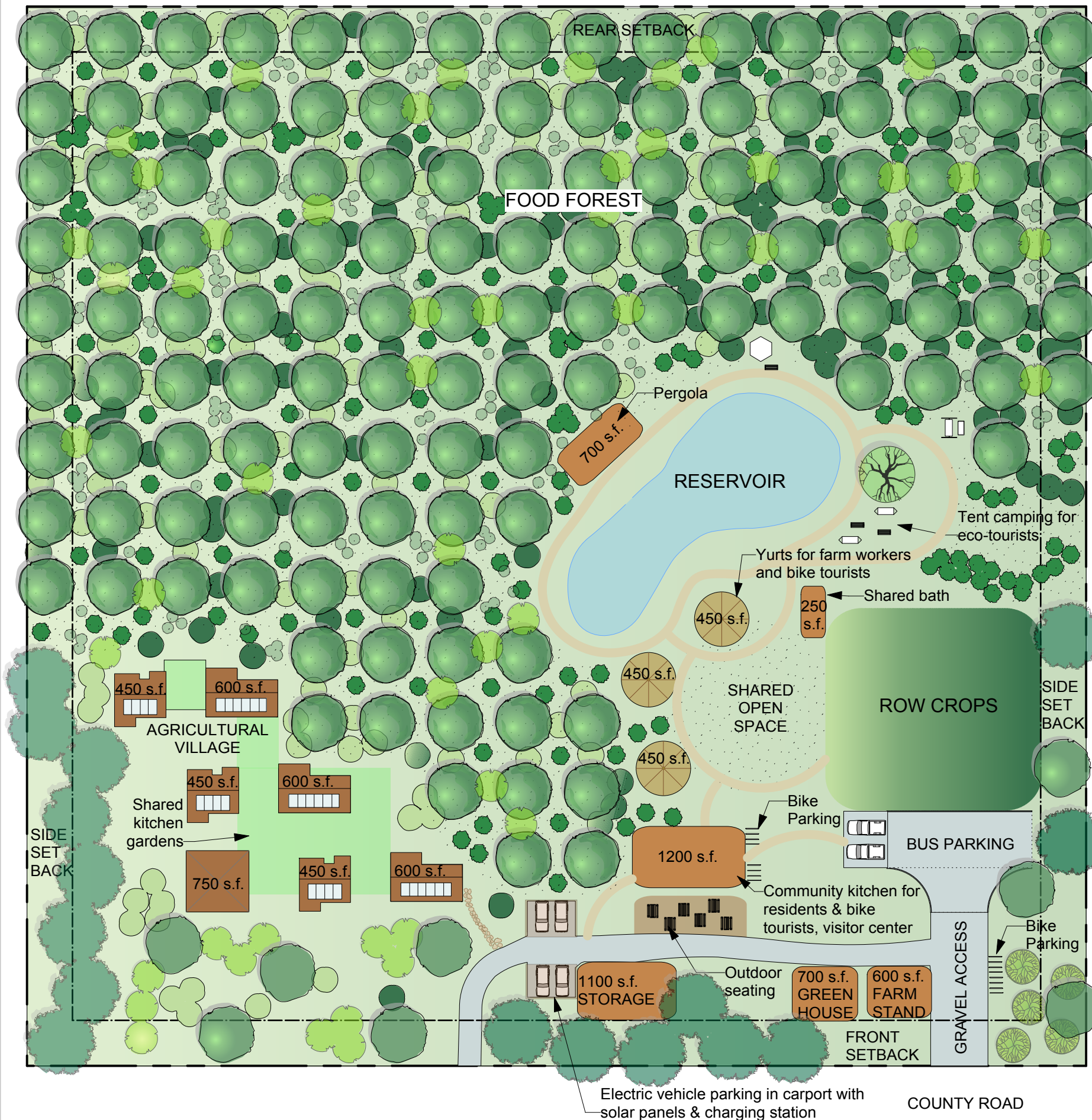
A potential ag-zone scenario allowed under the SLRI is illustrated here, with seven cottages including timeshared/rental units plus three yurts comprising an agricultural village, a diverse rotation of crops for local consumption, a community kitchen and education center for residents and bike tourists, tent camping to eco-tourists, and a farm stand. A combination of bus

parking and bike parking with minimal vehicle parking ensure that community engagement and economic inputs can occur without increases in vehicle traffic to the site.

Approval of this project under the SLRI would begin with an application that includes a description of the use and impacts of the agricultural on the property. The application must also include a description of how the shared use of resources coupled with ecologic design will mitigate potential negative impacts to the neighborhood while creating positive socioeconomic and environmental impacts. Examples of how this might be accomplished could include:

- 1) Live-work lifestyles on the property coupled with car sharing
- 2) The engagement of all residents (including timeshare/renters) in the on-site operations will increase agricultural productivity compared with operations on similar parcels
- 3) Community engagement through the farm stand and community educational center will support local consumption of produced goods
- 4) The increased economic latitude and transition to regionally-appropriate, sustainable crops combined with ag-related mixed uses will support the development of best practices in soil-building and low-water-use farming.
- 5) Greywater systems will displace freshwater use for tree crop production
- 6) Onsite PV solar coupled with passive energy-efficient design will ensure that the buildings are net zero-energy

The application must also include a plan for how the project impacts will be monitored and reported to the County and the community. A natural alliance with the Bren School at UCSB, and the environmental studies programs at SBCC, lends itself to an ongoing research relationship, with the potential of doctoral students focusing their PhD work on the social, economic, and environmental impacts of sustainable living research sites.



Helen Gannon

Subject: RE: Goleta Zoning Ordinance Draft SEIR

From: Drizd, Lara [mailto:lara_drizd@fws.gov]
Sent: Friday, March 04, 2016 2:03 PM
To: Anne Wells
Cc: Collette Thogerson; Steve Henry; Roger Root; Marilyn Sheehan
Subject: RE: Goleta Zoning Ordinance Draft SEIR

Dear Ms. Wells,

Please accept the attached letter in response to the City of Goleta's new zoning ordinance draft Supplemental Environmental Impact Report. Thank you for your time.

--

Lara Drizd
Biologist
Ventura Fish and Wildlife Office
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B, Ventura, CA 93003
Phone: (805) 644-1766 ext. 321 Email: lara_drizd@fws.gov



United States Department of the Interior



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Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
08EVEN00-2016-CPA-0076

March 4, 2016

Ann Wells
Advance Planning Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: Zoning Ordinance Draft Supplemental Environmental Impact Report, City of Goleta

Dear Ms. Wells:

Thank you for informing the U.S. Fish and Wildlife Service of the availability of the City of Goleta's Draft Supplemental Environmental Impact Report (SEIR). We are very interested in working with you to establish a new Zoning Ordinance that will benefit the City and its residents. We would like to meet with you to discuss your Draft SEIR and identify potential opportunities to streamline compliance under the Endangered Species Act. Our hope is that by discussing these issues prior to finalization of your SEIR, we might be able to achieve conservation of federally listed species and expedite the review process for the City's development projects in the future. To schedule a meeting, please contact Lara Drizd, of my staff, at (805) 644-1766 ext. 321, or at lara_drizd@fws.gov. We look forward to working with you.

Sincerely,

Collette M. Thogerson, Ph.D.
Assistant Field Supervisor

Helen Gannon

Subject: RE: City of Goleta's Draft Supplemental EIR for the New Zoning Ordinance

From: Molly Federman [<mailto:mfederman@BFASlaw.com>]
Sent: Friday, March 04, 2016 4:58 PM
To: Anne Wells
Cc: Olivia Marr; Jennifer Carman
Subject: City of Goleta's Draft Supplemental EIR for the New Zoning Ordinance

Anne Wells
City of Goleta

Ms. Wells-

Attached please find correspondence of today's date from Olivia Marr on behalf of Venoco, Inc. The original will follow via U.S. Mail.

Thank you,

Molly

Molly C. Federman, Paralegal



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ATTORNEYS

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March 4, 2016

Anne Wells, Advance Planning Manager
Planning and Environmental Review Department
City of Goleta
130 Cremona Drive
Goleta, CA 93117

*By U.S. and Electronic Mail to:
awells@cityofgoleta.org*

**Re: City of Goleta's Draft Supplemental Environmental Impact Report for the
New Zoning Ordinance**

Ms. Wells –

Venoco, Inc. submits the following comments regarding the City's Draft Supplemental Environmental Impact Report (DSEIR) for the City of Goleta's New Zoning Ordinance. We appreciate the opportunity to comment and our comments primarily focus on corrections to factual assertions and status of operations at Venoco's facilities.

Page 3.7-2 of the DSEIR contains a description of "Oil and Gas Production, Processing, and Transport Hazards" that is outdated. We request the following revisions to that section so that it accurately reflects current operations for the public:

The most significant oil and gas pipelines located within the City of Goleta are owned and operated by Venoco, ~~as a division of its Ellwood facility operations.~~ These pipelines transport crude oil, ~~water~~ and gas from Platform Holly (approximately 2.5 miles offshore) and the inactive California State Lands Commission (SLC) 4421 shoreline wells to the ~~facility~~ Ellwood Onshore Facility (EOF). Additionally, Line 96 transports ~~oil sales quality crude oil from the EOF to the Plains All-American Pipeline facility to the Ellwood Marine Terminal (EMT).~~ ~~Roughly~~ ~~System.~~ ~~Roughly~~ While fluid and fluctuating with a potential to increase or decrease over the years, in recent years, on average, ~~approximately 3,400~~ 5,000 barrels of crude oil per day, ~~five~~ 2.5 million standard cubic feet per day (SCFD) of gas, and 15,000-2,000 gallons per day of natural gas liquids and mixed liquid propane gas are processed daily. (QRA 2000, City of Goleta 2006). Since adoption of the 2009 SEIR, the Venoco Ellwood Onshore Oil and Gas Processing Facility is entitled to replace Line 96.

Natural gas and oil pipelines located outside of industrial or public works facilities are located on City rights-of-way (ROW), and regulated by the U.S. Department of Transportation (DOT) and the California Public Utilities Commission. Due to stringent oversight, oil and gas

pipelines are not subject to frequent leaks, however third-party damage occurs more routinely, and remains a substantial cause of leaks which can potentially result in explosions. Thus, unless countered by state or federal law, local governments have the ability to establish standards and policies related to development within the vicinity of oil and gas pipelines.

The Ellwood Marine Terminal (EMT) is located on 17 acres of land just east of Ellwood Mesa City Park, and a 3.7 mile long pipeline system (10-inch and 6-inch diameter pipes) connects the EMT to the Ellwood Onshore Facility (EOF). ~~As of January 2013, Venoco proposed has submitted an application to decommission its currently idled oil storage and transport facilities at EMT including the onshore and offshore sections of the loading pipeline and including the section of pipeline between the EOF and EMT, the majority of which is located within the City of Goleta's jurisdiction, which will be abandoned in place except for two segments on land owned by UCSB and the Goleta Unified School District. These segments will be removed; however, this plan does not include decommissioning of the Line 96 segment from the EOF to EMT (Venoco 2013). The majority of the pipeline is located within the City of Goleta's jurisdiction. The second major pipeline (12-inch and 10-inch diameter pipes) that connects the onshore transfer pumps at the EMT to the offshore loading connection is currently under the status, "idled" and the abandonment of the line will be done in accordance with all applicable laws and conditions (SLC, Article 5, Section 2016.2—Pipeline Abandonment (Venoco 2013).~~

A Southern California Gas Company transmission pipeline also runs through the City and was not reflected in the discussion of pipelines.

Also, note that the Risk of upset at Ellwood Marine Terminal (Impact 3.7-4) indicated on Page 3.7-18 is no longer a significant but mitigable impact as the facility is idle and in process for decommissioning.

Further, on page 5-2 the DSEIR states under Impact 3.7-1, "In addition, the proposed Zoning Ordinance includes specific provisions for a Nonconforming use Amortization Overlay District, which would facilitate implementation of the General Plan policy calling for termination of the EOF." This district is mentioned again on page 5-8. After a thorough review of the proposed Zoning Ordinance we were unable to find any mention of a Nonconforming Use Amortization Overlay District and the DSEIR should be modified accordingly.

Sincerely,

BUYNAK, FAUVER, ARCHBALD & SPRAY, LLP



Olivia K. Marr, Attorney

cc: Jennifer Carman, Planning & Environmental Review Director

Helen Gannon

Subject: RE: Chamber Zoning Ordinance Letter and DSEIR comments

From: Kristen Miller [<mailto:kristen@goletavalley.com>]
Sent: Friday, March 04, 2016 4:35 PM
To: Anne Wells
Cc: Courtney Hebert; Jennifer Carman
Subject: Zoning Ordinance Letter and DSEIR comments

Hello Anne,
Please see attached a letter from the Chamber regarding the Zoning Ordinance process and our comments for the DSEIR.

Thanks for your offers to meet with our group. In the attached letter we take you up on that – I'd like to see if you two could sit down with a sub-committee of our Public Policy Committee, perhaps next week or the week of March 14th. Please let me know your availability.

If you have any questions please let me know.

Very best regards,

Kristen Miller | President/CEO
p (805) 967-2500 ext 8 | e kristen@goletavalley.com
5662 Calle Real #204 Goleta CA 93117



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March 4, 2016

Jennifer Carman, Director of Planning
Anne Wells, Advanced Planning Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: Zoning Ordinance and DSEIR Comments

Dear Ms. Carman and Ms. Wells:

The Goleta Valley Chamber of Commerce is studying the Draft Zoning Ordinance and is pleased to provide comments regarding the draft ordinance, the process, and the Draft Supplemental Environmental Impact Report ("DSEIR").

The Chamber has followed the City's progress on developing its own zoning code closely. We provided input to the consultant at the beginning of the process, held roundtable discussions and supported the City's efforts regarding this milestone endeavor. We appreciated the seriousness with which the City took our request to create a comparison document so the business community and the public could be more able to compare the existing code that we have become familiar with to the new zoning ordinance which should be in line the City's General Plan.

We are told that the addition of the comparison document added months to the work plan for the consultants and delayed the first draft of the new ordinance.

Our Public Policy Committee has reviewed the draft ordinance and determined that due to the voluminous report, the complexity of the policies and the intricate nature of the renaming of almost all of the tables and charts, we would hire a professional consultant to help us review the ordinance. In addition, we assembled a task force of planners, land use experts and business-people to study the code. As we are sure you are aware, the inability to compare existing policies to the exact comparable new policy makes for a tedious and laborious process.

The Planning Commission is doing a yeoman's job of methodically addressing each chapter and providing meaningful observations, questions and comments. We have not yet seen clearly how these comments are being addressed by staff and then brought back to the Commission for review. We also have concern about the process in general. It is not clear when changes are proposed, how those changes or comments affect the upcoming sections of the code still to be presented; and/or how they go back and affect the sections already worked through.

We are cognizant of the great effort being made by the City to communicate this project to the citizens and the business community. Numerous workshops, meetings and roundtables are being held, and communication about the work through email, the website and media is apparent. We also appreciate that the Planning Staff has been very willing to meet with our group and has made themselves available for many questions and phone calls.

We would ask that there be clarification of how any changes made to the draft get "looped back" to all the parties involved and how all comments are addressed, especially after the closing of the DSEIR comment period, when written responses are no longer mandated.

With regard to the ordinances content specifically, we are very pleased to see the effort for streamlining certain aspects of the permitting process with the addition of a Zoning Administrator. The City has made progressive, modern, and best practices a goal when it comes to efficiently addressing permits and processing. A Zoning Administrator who can make ministerial decisions based on existing, approved policy, is a proven method for more efficient government.

We appreciate that the City has set forth that the new zoning code will be written to match City's policies, boundaries, characteristics and modern times – contrary to the existing code that had to be adopted wholesale from the County upon incorporation. We also have heard clearly that the City's goal is to have the code match precisely the adopted General Plan that was so thoroughly vetted by government and the community. Therefore, we understand the language in the DSEIR that states in several places, "None of the proposed zoning regulations would result in new or substantially more severe impacts than identified in the 2006 FEIR or 2009 SEIR." In fact that is why a supplemental EIR was chosen as the appropriate CEQA document instead of a full EIR. However, it is precisely this balance of ensuring that the new ordinance does not intensify development and uses or de-intensify uses that requires more scrutiny, and may take more than one reading to discuss and decide.

Along those lines, we would ask that the City take special note of any instances where the language in the new code contains absolutes, especially when a condition "may" be considered vs. "must" be considered. Through the process of writing the General Plan, we believe a policy with appropriate flexibility in the language (should) produces a better outcome for all stakeholders versus a policy of absolutes (shall).

Our specific comments regarding the DSEIR are attached. We do question whether it is appropriate to release a DSEIR and close the public comment period on the DSEIR prior to a complete and fully vetted version of the zoning ordinance.

We appreciate the Planning Staff's willingness to meet and we request a roundtable workshop/discussion with Planning Staff in the next two weeks to discuss our comments and the Planning Commission's progress through sections to date. We invite Ms. Carmen and Ms. Wells to meet with our Public Policy Committee for a 1 hour working session. We anticipate asking you to meet in this same fashion one more time perhaps in April, before the public workshop period concludes.

We also appreciate City's dedication to this process and the balance of community outreach efforts AND to move efficiently to get this completed. We have long been advocates for government processes to move more quickly. However, in this case, we feel that due to the long periods waiting for the consultant to complete their work, and now that the draft is released we will have to work as fast we can to keep up with the aggressive timeline. We are attempting to do just that, but ask that if we get to the end of April or May and determine that more time is needed to absorb and process this large amount of data and its implications, that the City consider flexibility in the timeline.

Thank you for considering our comments.

Sincerely,



Kristen Miller, President/CEO

February 25, 2016

RE: Comments to the City of Goleta New Zoning Ordinance General Plan/Coastal Land Use Plan Draft Supplemental Environmental Impact Report

Global Comments

1. The DSEIR comment period is set to run 45 calendar days and closes prior to completion of the community workshops. The comment period should be extended to more closely match the public workshop process since in fact the workshop process is intended to present the code which is analyzed by the DSEIR.

2. In some places, the document concludes that none of the regulations would result in new or substantially more severe impacts than previously identified. It also generally identifies corresponding provisions but does not always discuss specific changes to those provisions.

For instance, the in the Air Quality section, the DSEIR states “None of the proposed zoning regulations would result in new or substantially more severe impacts than identified in the 2006 FEIR or 2009 SEIR. The proposed Zoning Ordinance provisions applicable to air quality and GHG emissions include building density, bicycle and pedestrian access, roadway development regulations, air quality performance standards and tree protection.”

It should then indicate 1) specific code sections where these provisions can be found, and 2) whether those provisions are new or carried over and 3) if so, where they existed before. For example, the DSEIR should state that bicycle parking standards are newly established standards that can be found in section 17.39.080 of the new code. In other areas of the DSEIR, such as the discussions in the Biology section under Impact 3.4-1, there are specific zoning code references and discussions.

3. In many places in the document, the Local section of the Regulatory Setting states that the “Existing City Zoning Ordinances are not applicable in the context of this SEIR as they will be replaced by the proposed Zoning Ordinance.” It would be helpful to identify for the reader where to find those policies or guidelines that are “not applicable”, a brief statement of what they are in the old Code, and whether they were carried over in to the new code in kind, as revised, or discarded altogether.

4. The new code includes many instances of absolutes and appears to either eliminate flexibility, or in some cases may carry forward absolutes found in the General Plan or old ordinance. The City should consider language thoughtfully and determine if removing flexibility is appropriate. Specific instances of this can be found in the Biology section and others such as the Findings for Approval of some permits, and discussion of fuel management and tree impacts.

5. In the applicable section(s), the City should analyze the impacts of exercising its rights under the Nonconforming use termination procedures. Particularly, the impact on 1) housing if nonconforming

units are eliminated and 2) jobs and general commerce if those jobs are eliminated. Elimination of certain uses will result in lower revenue for the City from those employers, as well as from their employees when they stop participating in the local economy. This could for instance impact the City's ability to pay for and provide Public Services.

6. The EIR should evaluate the potential impacts of under-development or underutilization of parcels due to the various provisions of the code. Underutilization of land can result in significant impacts to 1) air quality and traffic through more frequent use of motor vehicles, and 2) water quality/stormwater management and others since inefficient use of land can lead to sprawl.

Chapter 2 – Project Description

1. The Comparison of Existing and Proposed Zoning Ordinance starting on page 2-14 should be greatly expanded. The document references the previous EIR documents, therefore the changes are an important part of the project description and the essence of what is being analyzed as having the potential for new or different impacts. For example, it should include a list of the New Zoning Ordinance sections and whether they are 1) new, 2) a combination of multiple other existing or adopted documents (and which ones), and/or 3) revised from the previously adopted ordinance or document(s). There should also be a list of what policies or guidelines changed rather than limiting the comparison to the numerical standards as published as Volume II.

Chapter 3.1 Aesthetics and Visual Resources

See General Comments

Chapter 3.2 Agriculture and Farmland

1. The previous ordinance separated AG-I and an AG-II uses by intensity and had different setback requirements in each zone. This code has one AG zone district. The document should specify the number of parcels zoned for Agriculture (our count is 8), and whether more intense agriculture is now allowed on the AG-I lands and/or if less intense uses and larger setbacks are now allowed on AG-II by virtue of being combined. In addition, the document should specify whether there are any uses or projects that need a permit where they didn't previously, or need a more complex permit (such as a CUP) where they may have previously only needed a Land Use Permit (now Administrative Use Permit). This would help identify whether there may be any environmental impacts from more intense farming of the AG-I zoned lands, or a decrease in productivity or potential of the AG-II parcel.

Chapter 3.3 Air Quality and Greenhouse Gases

Page 3.3-19 Impact 3.3-3 states that "the 2006 FEIR concluded that because the GP/CLUP buildout is less than that forecast by SBCAG, that the GP/CLUP is consistent with the Santa Barbara County Clean Air Plan. The 2010 Santa Barbara County Clean Air Plan is based on the 2007 SBCAG Regional Growth Forecast, which estimates a 2030 population of 37,300 in the City of Goleta. Under the proposed Zoning

Ordinance, buildout is project to correspond to a population of 32,500 which is below (and consistent with) the 2010 Santa Barbara County Clean Air Plan.”

1. What accounts for the loss of 4,800 residents projected for the City of Goleta? Given an average of 2.72 people per household¹, that is a loss of 1,764 housing units. The City of Goleta General Plan calls for a jobs/housing mix. As reported in section 5.4 of the DSEIR, “The City’s jobs-to-housing ratio is 1.93.... Currently there are more jobs than housing available within the City and South Coast (SBCAG 2013).”
2. If those units are not going to be provided in the City of Goleta, it is assumed they would be located elsewhere which will impact congestion on roadways by the commuting public. The DSEIR should analyze the air quality impacts of not providing more housing within the City Limits.
3. Please see additional comments under Transportation and Traffic regarding impact analysis and Vehicle Miles Travelled (VMT).

Chapter 3.4 Biological Resources

1. Generally speaking, this section includes many mandates that take away the flexibility in City decision making and does not include language typically found in such policies and ordinances such as “could be adjusted up or down on a case by case basis” or “unless a strict adherence would preclude all reasonable development or use of the parcel.” While it is of utmost importance to protect biological resources, the City should consider whether it wants to remove flexibility in making discretionary decisions.
2. It should also consider adding language such as “unless strict application would remove all reasonable use or development of a property.”
3. In addition, it calls for “full mitigation of impacts” where typically mitigations are applied to reduce impacts to a less than significant level.
4. Page 3.4-22, “The proposed Zoning Ordinance requires that all development must be located, designed, constructed, and managed to avoid disturbance of adverse impacts to special-status species and their habitats...” which is an unclear sentence.

Chapter 3.5 – Cultural Resources

This section appropriately incorporates reference to AB 52 requirements. No comments other than the consultation process itself could be considered a mitigation measure that helps prevent impacts to cultural resources.

Chapter 3.6 – Geology, Soils and Mineral Resources

Exposure to Radon is listed as a Not Significant (Class III) Impact. The discussion under Impact 3.6-5 states the GP includes a policy to address radon hazards and should specify where and what that policy is and where in the Zoning Ordinance to find the associated policy. In addition, it should be clear that

¹ City of Goleta General Plan/Coastal Land Use Plan Chapter 10A Housing Element Technical Appendix

projects will not be required to mitigate for radon impacts given this has been designated a Class III impact.

Chapter 3.7 – Hazards and Hazardous Materials

No Comment

3.8 Land Use, Housing and Recreation

1. The City should consider referencing any environmental documents prepared in concert with the Housing Element update(s) as those may also consider impacts of housing policies. The reference is made in the Background section (Chapter 2) and should be repeated here.
2. The City should consider referencing the General Plan Policy Implementation Checklist to show the City's effort in comparing the new Ordinance with the General Plan Policies.
3. The City should analyze whether new policies such as parking standards or limitations on calculation of open space requirements will reduce the developable area(s) of any remaining vacant parcels in order to discover whether these policies will result in under-developed project sites.
4. Impact 3.10-3 is confusing. The first sentence says that there are conflicts between the GP/CLUP buildout and policies of other agencies having jurisdiction. The second sentence says the GP/CLUP policies and programs ensure consistency with other agency requirements. This discussion should be revised.
5. Impact 3.10-6 discusses adverse physical effects on the environment due to buildout of planned recreational facilities. It states that the minor changes in zone districts and setbacks would not result in greater or different physical effects related to recreational development. We encourage the City to review specific site(s) and confirm that the development standards – such as parking, lighting, landscaping – would not result in a reduction of area available for active or passive recreation.
6. Impact 3.7-5 (p. 3.8-10). This discussion concludes that the "GP/CLUP would not result in the displacement of a substantial number of people or existing homes (Class III)." It does not appear that the City has considered the potential for displacement of people (owners or renters) from their homes where non-conforming uses or structures may be terminated with the new policies. The DSEIR should perform some kind of analysis on the potential for displacement. It does not appear that this analysis was performed at the time of adoption in 2015. This Impact is also either mis-numbered or out of order.

3.9 Hydrology and Water Quality

1. Under Regulatory Setting, the City of Goleta's 2010 Storm Water Management Plan is listed as having a five year schedule implementation and compliance meeting the requirements of the General Permit. This section should be expanded to include an updated discussion.
2. The City should study the landscape standards for parking areas, the common open space calculations, and stormwater quality regulations together to ensure that all of the infiltration areas required through various stormwater quality regulations, regardless of size, are counted toward

common open space. These areas have beneficial impacts to air and water quality as well as visual and aesthetic resources and should therefore be counted.

3.10 Noise

No comments

3.11 Public Services and Utilities

No comments

3.12 Transportation and Traffic

1. The DSEIR analyzes impacts based on a Level of Service (LOS) basis only and does not mention SB 743 which “creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluation transportation impacts².”
2. The City should include discussion using the new OPR guidelines and include a discussion of VMT as a metric for analyzing impacts. This is particularly important through the lens of the jobs/housing imbalance identified within the City.

² https://www.opr.ca.gov/s_sb743.php

Helen Gannon

Subject: RE: RV Parking

-----Original Message-----

From: Kathy Tingle [mailto:ktinglesam@gmail.com]

Sent: Friday, March 04, 2016 4:48 PM

To: Anne Wells

Subject: RV Parking

Dear Ms. Wells,

As a Goleta Valley homeowner we are writing to say that we are opposed to the passing of any ordinance that prevents the parking of RV's within the front or side setbacks. We are also opposed to the six foot fence requirement. If an RV is parked in a driveway the ordinance should be no difference than parking a car in my own driveway which means that in many driveways, you cannot meet setback requirements even for a car.

Also, when we attended the Workshop on February 27th we were told that all of the comments regarding RV parking would be typed up and posted on the City of Goleta website. We have searched on the website and not been able to find the comments. Could you tell us where the comments can be found.

Thank you for your consideration of this matter.

Bill and Kathy Tingle

Helen Gannon

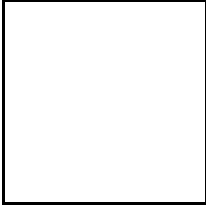
Subject: RE: goletazoning.com Participate: Form Submission

From: donotreply@godaddy.com [<mailto:donotreply@godaddy.com>]

Sent: Sunday, March 06, 2016 2:57 PM

To: Wendy Winkler

Subject: goletazoning.com Participate: Form Submission



Name:

Francis C Arnoult

Email:

fcarnoult@ieee.org

Subject:

Proposed new RV parking restrictions

Message:

I am strongly OPPOSED to the proposed restrictions on parking Recreational Vehicles (RV), trailers and boats in the driveways of existing homes in the City of Goleta. This draconian solution to what some citizens may consider to be a problem is NOT a problem. But the proposed regulations would create many problems for owners of RV's and other vehicles that are legally registered with the State of California Department of Motor Vehicles. Please note my vehement opposition to the proposed regulation 17.39.070 paragraph A.3 as was written when I attended a hearing meeting on February 22, 2016. I hope that the comments of the meeting attendees will be taken into account for any changes proposed to this regulation. Francis C.(Chris) Arnoult 838 Volante Place Goleta, CA 93117

This message was submitted from your website contact form:

<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Helen Gannon

To: Anne Wells
Subject: RE: Proposed RV restrictions in Goleta zoning ordinances

From: Francis Arnoult [<mailto:francisarnoult@cox.net>]
Sent: Sunday, March 06, 2016 2:49 PM
To: Anne Wells
Subject: Proposed RV restrictions in Goleta zoning ordinances

Ms. Wells,

Please allow me to voice my opinion that I am strongly OPPOSED to the proposed restrictions on parking Recreational Vehicles (RV), trailers and boats in the driveways of existing homes in the City of Goleta.

This draconian solution to what a subset of the Goleta citizens may consider to be a problem is NOT a problem. But the proposed regulations would create many problems for owners of RV's and other vehicles that are legally registered with the State of California Department of Motor Vehicles.

Please note my vehement opposition to the proposed regulation 17.39.070 paragraph A.3 as was written when I attended a hearing meeting on February 22, 2016. I hope that the comments of the meeting attendees will be taken into account for any changes proposed to this regulation.

Francis C.(Chris) Arnoult
838 Volante Place
Goleta, CA 93117

Helen Gannon

Subject: RE: Zoning Ordinance Comment letter

From: Kristen Miller [<mailto:kristen@goletavalley.com>]

Sent: Friday, May 06, 2016 5:49 PM

To: Jennifer Carman; Anne Wells

Subject: Zoning Ordinance Comment letter

Hello Jennifer and Anne,

Attached please find the Chamber's comment letter on the Draft Zoning Ordinance.

Please let me know if you have any questions. Thank you for all the work on this.

Best regards,

Kristen

Kristen Miller | President/CEO

p (805) 967-2500 ext 8 | e kristen@goletavalley.com

5662 Calle Real #204 Goleta CA 93117



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May 6, 2016

Jennifer Carman, Director of Planning
Anne Wells, Advanced Planning Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: Zoning Ordinance

Dear Ms. Carman and Ms. Wells:

Thank you for the roundtable workshops you have attended with our Zoning Ordinance Task Force. We appreciate the work of your staff, the Planning Commission and other City officials for the diligent attention to updating our City's zoning ordinance.

Attached are comments from our organization. Many of the attached notes and comments have been addressed in our meetings together, on phone calls, or during Planning Commission meetings. But we have included them here again, for reference.

The comments provided are meant to be positive in nature – meaning that we believe the intent of our group and yours is to create a zoning ordinance that is user-friendly, business-friendly, organized, clear and in-sync with the General Plan. We have made recommendations where we can for adjustments or clarifications in the document that, from our perspective, would make the ordinance more useable and less subject to interpretation.

Through our review process, we found in many, many instances that the new code is substantially better than the old. Updates to the maps, zones, tables and the language of the ordinance is a big improvement and we are appreciative of the update.

Our understanding of the next steps is that a “redline” version of the Draft Ordinance will be released by the City, wherein we can see what changes to the draft have been adopted, which changes were not incorporated, and which changes need a policy related decision to amend the draft. We will review that document in comparison to our notes when it is available.

Thank you again for the open communication and for listening to our feedback. We hope you find our notes and comments useful.

Very best regards,

Kristen Miller, President & CEO

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Overview of Comments:

The Chamber appreciates the simplified processes and instances of clear direction contained in the draft ordinance.

The Chamber also appreciates instances where flexibility is allowed.

In some cases, staff may have added restrictions due to anticipated feedback from the Coastal Commission. Staff should not apply these more restrictive regulations to all parcels. Instead, there should be an allowance for other items in the inland zones. This is an important distinction particularly where the City may not fully agree with the CCC. As well, the coastal rules should not govern since the vast majority of the City's parcels are not in the Coastal zone.

In many cases, new numerical standards have been introduced. While these may have been gathered from other jurisdictions with fine codes, the City should consider whether these standards are necessary at all, and if so, whether the numbers being selected make sense.

This document was used for a group review of the ordinance therefore some sections contain a summary overview of the old versus the new document and there may not be specific comments or opinions provided.

Part 1 General Provisions

17.01.080. Official zoning map and district boundaries. Item B of this section says where any public street or alley is vacated or abandoned, that the regulations applicable to each parcel of abutting property apply. It does not provide for instances where the abutting properties have different zones. In those instances, what zone would be assigned? The City should clarify that the abandoned row will take on the zone of the parcel it's being combined with or absorbed in to, rather than the adjacent.

17.03 Rules of Measurement

17.03.060.A.1. Measuring height should state on lots sloped an average less than 10% to be consistent with 17.030.060.A.2 which states on lots with an average slope of 10% or more.

17.03.070 Measuring landscaping. This section states that no landscape area smaller than 5 feet in any dimension will count toward required landscaping. This is particularly limiting, especially in consideration of stormwater requirements in parking lots and the like. The City should reconsider this. You can achieve shade, visual relief, etc in smaller spaces.

17.03.090 Measuring open space. It would be appreciated if clarification could be provided to justify the 10' minimum horizontal dimension for ground floor and 6' for balconies. If not based on building code, these dimensions seem arbitrary. Similarly, the 20' dimension and 10% slope requirements on common

DRAFT GOLETA ZONING ORDINANCE COMMENTS

open space appear arbitrary. In addition, for common open spaces to have less than a 10% slope. It should be clarified whether that is an average slope or max slope.

17.03.120 Determining Floor Area. In this definition, the floor area is measured to the outer surface of the walls. The City should consider a gross and net differentiation for floor area, particularly because item B differentiates for measuring gross floor area.

17.03.120.B excludes mechanical, electrical, other areas not to exceed 2% of the buildings gross floor area. This percentage seems arbitrary. For a small house of 1100 square feet, that limits mechanical to 22 square feet. A larger area should be allowed that does not count toward floor area.

17.03.140 Determining Lot Frontage. These two definitions are confusing. A diagram would be helpful here.

Part 2 Base Zoning Districts

The City provided a Zoning Districts and General Plan Land Use Designation by Parcel document that listed all the existing zoning, general plan designations and proposed zoning. It appears that some properties are in fact being rezoned. In some cases, parcels with split zoning are being zoned to one zone type. The answer provided was that the zone chosen was based on General Plan designation. If a General Plan designation covers more than one zone, the less restrictive should be designated. Additionally, the owner(s) should be contacted and specifically informed.

For instance: 5631 Calle Real is currently used for commercial purposes and zoned C-2. The current owner may not have been aware of the general plan designation or that it was different. The owners – in this and all cases where a zone has changed whether consistent with GP or not - should be specifically notified.

17.07 Residential Districts

Guest houses, artist studios and accessory structures are not listed as permitted uses nor defined in how they would be processed. Instead, the use table directs you to the accessory structure standards. That standards section does not allow for accessory structures, it only defines accessory uses. This is a very alarming departure from the previous code. It needs to define the permit process.

The new residential district also excludes greenhouses, raising of field crops, orchards. This should allow for instances where a larger R zoned parcel has avocado trees that are regularly harvested.

Many of the lower density DR zones were rezoned to Single Family Residential. The City should look at whether this takes away flexibility or allowances that may have otherwise applied with a DR designation before assigning SFD to those parcels. Either way, and again, owners should be notified.

17.08 Commercial Districts

General Comments:

The existing code has five commercial zones in the inland ordinance and the coastal ordinance has two. The new proposed code has 6 commercial zones.

We recommend that owners be specifically notified – in the instance they weren't the owner at the time of the GP change, or in the instance they didn't look at the general plan when they purchased.

C-1 parcels are rezoned to OT, CC, VS, PQ, CG, RM (Medium Density Residential) in the case of La Sumida Gardens. Various parcels zoned C-2 have been rezoned to OT, CI, CC, CG, CI, CR or PQ. RP (Planned Residential @170 S. Kellogg). Various C-3 almost all became CG, and a couple OT, at least one PQ. Various CN became CC, OI, CI, CG a handful to medium density residential.

Commercial zone lot standards have changed.

- The maximum height allowed in the Old Town and the Intersection Commercial zones has been reduced from 35' to 30 and 25' respectively. If this is because of coastal zone regulations, again the inland portion of the City should not also have to reduce their height.
- Maximum lot coverage has been added to all zones except Old Town, where some Commercial zones did not previously have a max coverage requirement. A maximum coverage may not be necessary and could instead be flexible.
- The new draft ordinance also adds minimum 1st floor ceiling heights where none existed before. Is this necessary for Goleta?
- Ground floor transparency is not always a good idea therefore this should not be mandatory.
- Minimum landscaping standards have also been added as a percentage, where most did not have this as a percentage before. These should be closely reviewed in light of new parking and stormwater regulations.
- Front setbacks appear to be smaller except for CR Regional Commercial which is set at 20'.
- The new code differentiates between side and street side setbacks. Previously, commercial zones had zero, 3, 5 or 10' side setback. Most now have a 5' setback.

THE FOLLOWING SECTION IS INFORMATIONAL FOR REVIEW OF OLD VS. NEW STANDARDS.
COMMENTS RESUME ON PAGE 17

DRAFT GOLETA ZONING ORDINANCE COMMENTS

OLD ORDINANCE STANDARDS AND ZONES	C1	C2	C3	CH Highway commercial	CN Neighborhood commercial	VC Visitor-serving	SC Shopping Center
Min Lot Area	None unless residential use (7,000)	None	None	None	None	None	Convenience shopping : 2 or more acres Community shopping: 12 or more acres
Min Lot Width	-	-	-	-	-	-	-
Min lot depth	-	-	-	-	-	-	-
Max density	-	-	-	-	-	-	-
Max height	35' to highest point	35'	35'	35'	35'	35'	35'
Min 1 st floor ceiling	-	-	-	-	-	-	
Setbacks							
Front	30 from CL 15 – ROW	30 from CL 10 – ROW	30 from CL 10 – ROW	15' from ROW	50' from CL, 20' ROW	50' from CL, 20' ROW	20' from ROW
Side	10%, min 5, max 10	None unless provided in which case 3 feet.	None or 3 feet.	None, except within the side yard adjacent to the front	5 feet.	20' – No structure within 50' of residential	10' feet or 20 if convenience shopping abuts residential,
Rear	10% or 10' max, 25 min if abutting residential	10% or 10' max, 25 min if abutting residential	10% 10' max, 25 min if abutting residential	yard, the front yard shall apply. Where lot abuts property in different zone, the side and	10% not more than 10'. 25 min if abutting residential	20' – No structure within 50' of residential	or 50 if community shopping

DRAFT GOLETA ZONING ORDINANCE COMMENTS

OLD ORDINANCE STANDARDS AND ZONES	C1	C2	C3	CH Highway commercial	CN Neighborhood commercial	VC Visitor-serving	SC Shopping Center
				rear of the abutting district shall apply.			abuts residential
Max lot coverage	-	-	-	Not more than 40% net.	30%	Min 40% of net lot area retained in public or common space. If surrounded by residential, no more than 1/3 of gross shall be covered with building/stx	30%
Min landscape	15' from street ROW, 5' wide for sides if abutting residential	-	None- as approved by P&D	As approved by P&D. Not less than 5% shall be landscaped. 6' wall on side and rear if next to residential zone plus row of trees 20-40' when mature. 3' masonry	Landscape plan required. Each side and rear abutting residential shall have min 5' landscape and ornamental wall of 5'. Wall reduced to 3' in front yard setback.	As approved with final developmnt plan. Along side or rear abutting residential, 'adequate' buffer of fencing, wall, etc.	Not less than 5% plus masonry/trees if abutting or across the street from residential.

DRAFT GOLETA ZONING ORDINANCE COMMENTS

OLD ORDINANCE STANDARDS AND ZONES	C1	C2	C3	CH Highway commercial	CN Neighborhood commercial	VC Visitor-serving	SC Shopping Center
				wall when residential is across the street.			
Other	Trash and outdoor storage shall be enclosed and screened from public view.	Trash and outdoor storage shall be enclosed and screened from public view.	Outdoor trash and storage enclosed and screened from public view.	No alcoholic beverage except restaurant.	All uses wholly within enclosed building except service station. Outdoor trash screened from public view.		All uses wholly within enclosed building. Outdoor trash screened from public view.

NEW ORDINANCE STANDARDS

	District						Additional Regulations	#
	CR	CC	OT	VS	CI	CG		
Lot and Density Standards								
Minimum Lot Area (sq. ft.)	5,000	5,000	5,000	5,000	5,000	5,000		
Minimum Lot Width (ft.)	65	65	65	65	65	65		1
Minimum Lot Depth (ft.)	100	100	100	100	100	100		2
Maximum Density (Units/net acre)	N/A	12	20	N/A	N/A	20	See § 17.25.090, Mixed Use Development	
Building Form and Location								
Maximum Building Height (ft.)	35	35	30	35	25	35	(A)	3
Minimum 1 st Floor Ceiling Height (ft. clear)	12	12	12	12	12	12		4
Setbacks (ft.)	See also § 17.25.090, Mixed Use Development							
Front	20	10	0	15	10	10	(B)	5
Interior Side	5	5	0	20	5	0	(C)	6
Street Side	10	5	0	20	5	5	(B)	7
Rear	10	10	10	10	10	25	(C)	8
Maximum Lot Coverage	30%	40%	N/A	40%	30%	40%	(A)	
Minimum Landscaping	10%	10%	N/A	20%	5%	10%		
Additional Regulations (Applicability of Additional Regulations: Y=Yes)								
Building Design	Y	Y	Y	Y	Y	Y	(D)	
Ground Floor Transparency	Y	Y	Y	Y	Y	N/A	(E)	
Pedestrian Access	Y	Y	Y	Y	Y	N/A	(F)	
Limitations on Curb Cuts	Y	Y	Y	Y	Y	Y	(G)	
Transitional Standards	Y	Y	Y	Y	Y	Y	(H)	

- A. Allows for additional height and coverage for hotels in Visitor-serving
- B. Requires landscaped or improved street-facing setbacks
- C. Requires minimum setback from any R district as 25 feet
- D. Exterior of buildings must be coordinated compatible to character of neighboring commercial
- E. Ground floor-transparency
- F. Pedestrian Access
- G. Limitations on curb cuts
- H. Transitional standards

DRAFT GOLETA ZONING ORDINANCE COMMENTS

In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.

<p>Existing Code</p>	<p>Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.</p>
<p>C-1 Limited Commercial: areas for commercial activities that serve local community that are generally compatible to neighboring residential.</p> <p>Partial list of allowed uses by land use permit:</p> <p>Retail stores, shops, commodities for residents of the neighborhood in an enclosed building – grocery, bakery, hardware, clothing, pet shop, garden supply, automobile accessories, florists, laundry, dry cleaning, fitness studio, radio repair, shoe repair, tailors, restaurants, cafes, banks, non-profit recycling, child care, single family dwellings, accessory buildings accessory to the above.</p> <p>partial list of allowed uses by conditional use permit:</p> <p>Small animal hospital, hotel, service station, community center.</p>	<p>CC - Community Commercial: relatively small commercial centers that provide goods and services to residential neighborhoods, mixed use, and residential up to 12 units per acre:</p> <p>Limited list of allowed uses by zoning clearance:</p> <p>Community assembly, government building, public safety, animal sales and grooming, car wash, bank, hardware, business services, catering, cinema, restaurant, general retail, market, liquor store, hotel, car maintenance, nursery, business offices, medical, general personal services, general retail, reverse vending machine recycling, animal keeping, home occupation, mobile food</p> <p>Limited list of uses allowed by Administrative permit (AU):</p> <p>Day care, clinic, skilled nursing, social services, farmers market, live/work, media production, personal services, recycling collection</p>
<p>C-2 Retail Commercial : areas for local retail business and commercial needs – stores, shops, offices supplying commodities or performing services for the residents of the surrounding community:</p> <p>partial list of uses allowed by Land Use Permit:</p> <p>Amusement enterprises (pool hall, video arcade), auto service, auto sales, auto machinery repair, retail stores, shops, bakeries, ice</p>	<p>List of uses allowed by Conditional Use Permit (CUP):</p> <p>Drive thru restaurant or drive thru bank, private school, cultural institutions, colleges and trade schools, multi-unit dwelling and large residential care facilities</p>

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Existing Code	Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.
<p>cream, grocery, liquor store, furniture, hardware, florist, pet shop, department store, laundry, dry cleaning, barber shops, shoe repair, beauty parlors, restaurants, banks, trade schools, hotels, parking lot, golf course, nursery, recording studio, theater, public works, light commercial, SRO, spa or health club, non-residential child care, structures accessory to those listed.</p> <p>Partial list of allowed uses by CUP: Bus terminal, outdoor theater, swap meet, small animal hospital, boat sales, cabinet shop, recycling, cleaning and dyeing, electrical shop, frozen food locker, furniture repair, lumber, mechanical car wash, plumbing, pool supplies, patio furniture, sales or storage lot for trailers and RV, sign painting shop, trailer and truck rentals, farmers market, emergency shelter, animal boarding, live/work.</p>	
<p>CN – Neighborhood Commercial Retail stores, shop, establishments serving day-to-day needs such as food market, liquor store, pharmacy, delicatessen, pizza take out, flower ship, furniture, hardware, hobby shop, ice cream, repair and services, shoe repair, dry cleaner, Christmas tree sales, child care center, light retail.</p> <p>Allowed with CUP: residences as a secondary use to a primarily commercial use. Temp produce sales, auto service station, drive thru photo/film processing.</p>	
C-3 General Commercial: wholesale and heavy commercial uses and	CG - General Commercial. Sites for a diverse set of

<p>Existing Code</p>	<p>Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.</p>
<p>services not suited to light commercial. Intended to provide areas for these uses and protect adjacent from negative noise, odor, light, traffic.</p> <p>Partial list of permitted uses: All that is allowed in C-2, bakery, bus terminal, printing, storage, auto sales (unenclosed), agricultural packing, processing, ag supply or distribution, auto body, blacksmith, carpenter, cabinet shop, cleaning and dyeing, furniture repair, heating, plumbing, lumber, sign painting, small animal hospital, recycling collection, contractor equipment/storage, emergency shelter, SRO, accessory to the above.</p> <p>Uses with a CUP: Amusement, outdoor theater, swap meet, mechanical car wash, residence (as secondary use), farmers market.</p>	<p>commercial uses that do not need highly visible locations or that may involve activities that are not compatible with other uses. (e.g. heavy vehicles, heavy commercial uses that may cause excessive noise, air emissions, hazardous materials, or excessive light and glare require approval of a Conditional Use Permit.</p> <p>partial list permitted uses by Zoning Clearance: Animal keeping (as accessory use), minor utilities, personal services, general retail, construction and material yard, heavy vehicle sales, rental, service, indoor warehousing, comm facilities within buildings, recycling, general personal services, maintenance/repair services, nurseries, liquor store, specialty food, general market, catering, business services, bank, check cashing, service/gas station, carwash, clinic, skilled nursing, community assembly, animal sales/grooming, veterinary services, auction, mobile food</p> <p>partial list allowed by AU Administrative Permit: auto/vehicle sales and service, parking lot, social service, limited industrial, outdoor storage, light fleet-based service, live/work, farmers market, caretaker unit.</p> <p>partial list allowed with a CUP: assisted living residential facility, college, private, or trade school, kennel/boarding, drive thru bank, drive thru retail, auto wrecking/junk, RV park, restaurant with drive through, entertainment.</p>

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<p>Existing Code</p>	<p>Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.</p>
<p>CH Highway Commercial</p> <p>Motels, hotels, auto service, garages, dwellings for employees or watchmen whose “whose work makes it essential that they reside on the property.” Bus terminals, train stations, agricultural uses allowed on abutting ag or residential properties, minimart, essential uses needs of travelers on highways, non-residential child care, SRO and accessory to above.</p> <p>With a CUP – overnight recreation-vehicle facilities, stadium, drive in, wholesale farming/agriculture, retail grocery, ag processing, driving range, golf course, truck service, mechanical car wash.</p>	<p>CI - Intersection Commercial –</p> <p>Allowed uses with Zone Clearance: Community Garden, Government Buildings, public safety facilities, service/gas station, carwash, restaurants, general market, mobile food, reverse vending recycling, minor utilities, animal keeping.</p> <p>Allowed by AU: caretaker unit, vending machine, farmers market, auto service repair (minor), parking lot.</p> <p>Allowed by CUP: college, trade or private school, cultural institution, drive through bank, restaurant with drive thru,</p>
<p>CV Resort/Visitor Serving:</p> <p>Resort, guest ranch, hotel, motel, country club, convention and conference center, light commercial (barber, beauty, gift shop, restaurants) normally associated with visitor needs as incidental and directly oriented to visitors. Recreation facilities (piers, docks, golf, park, tennis swimming), child care centers (accessory to visitor serving primary).</p> <p>Allowed with CUP : public stables, campground, and gas station only if one doesn’t exist within 10 miles, residential use (2ndary to 1st commercial use on the same lot.)</p>	<p>VS – Visitor-Serving Commercial</p> <p>This District is intended to provide for a range of commercial uses of low to moderate intensity, often at or near scenic locations that serve as destinations for visitors, through implementation of the Visitor Commercial (C-V) land use designation of the General Plan.</p> <p>Uses allowed with zoning clearance: Public safety, catering, banquet, cinema, indoor sports/rec, full service and limited service restaurant, hotel/motel, mobile food, reverse vending, minor utility and animal keeping.</p> <p>Allowed with AU: outdoor vending machine, caretaker unit, farmers market, park & rec, parking,</p> <p>Allowed with CUP: live entertainment, RV park, drive thru</p>

DRAFT GOLETA ZONING ORDINANCE COMMENTS

<p>Existing Code</p>	<p>Proposed Code <p>In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.</p> </p>
	<p>restaurant, bar/night club/lounge, cultural institutional,</p>
<p>Some C-2, Some SC (Shopping Center) are being zoned to Regional Commercial</p> <p>SC is for clustered shopping center / community shopping center and convenience shopping center uses, and allows retail stores and shops including bakeries, barbers, liquor stores, drug stores, restaurants, hardware stores, professional or commercial offices, etc., department stores, jewelry stores, sporting goods, pet shops. Etc.</p> <p>Can have auto service stations, bowling alleys and live/work, and farmers markets with a CUP</p>	<p>CR – Regional Commercial - This District is intended to provide for a wide range of retail commercial, larger scale commercial uses that service the community, region, and traveling public through implementation of the Regional commercial (C-R) land use designation in the General Plan.</p> <p>Community garden, government buildings, public safety, animal sales and grooming, veterinary, bank,, building materials, catering, cinema, indoor sports, restaurants (all kinds) except drive-thru requires CUP, general market, liquor store, specialty food, instructional services, maintenance and repair, mobile food, nurseries/garden, professional offices, personal services, general retail, reverse vending, minor utilities, animal keeping, and outdoor vending.</p> <p>Requires AU: farmers market, caretaker unit, recycling collection, restricted personal services, media production, farmers market, day care, clinic, skilled nersing, parking, social services,</p> <p>Requires CUP: live entertainment, restaurant with drive thru, bar/night club/lounge, banquet, drive thru bank, service and gas station, colelges and trade school, cultural institution, emergency shelter, hospital, private school, kennel/boarding.</p>

Existing Code	Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.
<p>Most of the area proposed to be OT Old Town zoning area is currently zoned C-2</p>	<p>OT – Old Town – “This District is intended to permit a wide range of local- and community-serving retail and office uses to enhance the physical and economic environment for existing businesses and uses of the historic center by implementing the Old Town Commercial (OT) land use designation set forth in the General Plan. Residential uses may be approved only in conjunction with a permitted principal, non-residential use on the same site. Prescribed District regulations and development standards are intended to reinforce the character of the area as a pedestrian-oriented, retail business area with a mix of businesses and services and through consistency with the Goleta Old Town Heritage District architecture and design guidelines.”</p> <p>Old town allowed uses include the following:</p> <p>By zoning clearance: small residential care facility, college/trade school, community assembly, community garden, government building, public safety facility, private school, animal sales and grooming, veterinary services, auto rental, auto repair (major and minor), bank, business services, catering, full service restaurant and limited service restaurant, general market, liquor store, specialty food, instructional services, mobile food, business/professional/tech office, medical/dental, general personal services, general retail, reverse vending, minor utilities, animal keeping, home occupation.</p> <p>By AU – caretaker unit, recycling collection, maintenance/repair services, live/work, farmers market, auto leasing/sales, social services, parking, skilled nursing, clinic, day care,</p>

Existing Code	Proposed Code In general, it appears they align as shown in the table, however specific properties should be reviewed for comparison since the City did not uniformly change the zones from old to new as a search and replace.
	<p>By CUP – multi-unit dwelling, large residential care, cultural institution, boarding/kennel, service/gas station, car wash, check cashing, building materials/sales/service, banquet/conference, indoor sports, bars/nightclub, lounge, restaurant with drive-thru, hotel/motel, RV park, walk-in office, restricted personal services, Live entertainment</p> <p>Comment: OLD Town should allow for take-out only restaurants</p>

Existing code requires a Development Plan for any building or structure over 5,000 SF in the C-1 zone. The new code does not have a Development Plan process.

A. **Additional Height and Lot Coverage for Hotels.** In the Visitor-Serving Commercial District outside of the Coastal Zone, the following adjustments to the development standards are allowed by right for hotel buildings:

1. The maximum allowable structure height may increase to 65 feet; and
2. The maximum lot coverage ratio may increase to 50 percent.

17.08.030. A allows for additional height and coverage for hotels in the visitor serving commercial. This is a positive allowance. If the coverage is allowed to increase, then the density, landscape or other standards affected by increasing square footage allowed should be able to be reduced accordingly since the extra coverage will affect these other metrics.

17.08.030.B requires front and street facing setbacks in all commercial zones to be landscaped/hardscaped for use by pedestrians. This may not be necessary or appropriate in all instances, especially in General Commercial which is supposed to allow for uses that do not need highly visible locations or may involve activities that are not compatible with others, that may cause a lot of noise, emissions, etc. We do not need pedestrian improvements on these types of properties.

17.08.030.D and E outline building design and ground-floor transparency for commercial buildings where none existed before. These would be better left to design review guidelines. Creating blanket and potentially arbitrary requirements is limiting, and not necessary for Goleta.

17.08.030.F. talks about pedestrian access in commercial zones. It states walkways **MUST** connect all buildings on a site to each other, to on-site auto and bike parking, to sidewalks, and to any on-site open space or ped amenities. This would likely result in additional impervious areas and increase run off when shared use by car/ped can be done well and serve the intent appropriately. Particularly for commercial uses without a lot of public use or ped traffic this is unnecessary. These requirements are seemingly onerous. In addition, item 3 requires walkways must be raised or separated by a physical barrier when painting, alternative surface such as pervious pavers, or other treatments can be more than effective especially for very low-ped use areas.

17.080.030. G. Has limitations on curb cuts. This should be left to public works.

17.08.030.H. Talks about transitional standards within 40 feet of an R district, stating that the maximum height within 40' of a residential zone is 30 feet. These transitional areas should be addressed through design rather than added as a blanket requirement. Additionally, the max height for most C districts is only 5' more (35'). A smaller transitional area would be more than adequate. Absent deleting this requirement, there should be a provision that this could be adjusted with DRB approval.

17.08.040. includes supplemental regulations for all commercial districts. Commercial centers over 25,000sf of floor area, or 4 or more establishments in the Retail Sale use class, are subject to a CUP. Item 17.08.040.A.2 Requires that individual businesses obtain their own permit. Requiring each business in a shopping center to obtain an individual permit could create unnecessary layers of permits and should be reconsidered or deleted. Particularly where a shopping center is under one ownership and leases to individual tenants, this seems unnecessary.

17.08.040.A.3 has requirements for site layout. Again, these seem like design review items, not necessarily needed in the zoning code. In addition, the requirement for on-site public plazas could be more flexible rather than a blanket requirement.

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17.08.040.3.d. requires on site circulation in these commercial centers to occur in private access easements and have reciprocal access and parking agreements. For lots under one ownership, it is not necessary to have these in place, nor is it appropriate for an owner to grant themselves an easement. This should be deleted.

17.08.040.3.e requires additional landscape buffers to abutting residential districts. To preserve flexibility, this should be handled in design review and should not be in the zoning code.

17.08.040.A.4.b Design Criteria. This section has a list of criteria that the DRB would review and make recommendations to the PC. In particular, item b. requires that buildings must be located within 30 feet of the corner of the driveway and the public right of way. What is the purpose of this distance? Seems an arbitrary distance that could be reviewed rather than codified.

17.09 Office Districts (Business Park and Office Institutional)

Many M-S-GOL and M-RP properties were rezoned to BP

Table 17.090.020. The uses allowed in business parks include personal services – like dry cleaning or a barber, or clinic, but not a dentist or medical office with walk-in clientele. It seems arbitrary that a dry cleaner or barber, or clinic with walk-ins would be allowed but not a dentist. It might be nice to have your dentist near your office just like it's nice to have easy access to the barber shop. Consider allowing more uses in the business park zone. As well, professional and institutional used to allow for charitable and philanthropic institutions, churches, community centers and the like. What is the reason to no longer allow community assembly in the Business Park zone? The City should reconsider the allowed uses in various zones.

17.09.030.A. This has the same transitional standards as commercial districts where the height is limited to 30' within 40 feet of a residential district/use. Same comment as before, this can be accomplished through design and should not need specific requirements.

17.09.030.B requires architectural articulation on all 4 sides of buildings within 200 feet of the freeway. This same screening or visual impact mitigation should also be allowed to be achieved with landscaping or other manners, rather than fully articulated as the front façade of the building.

17.09.030.C is the same requirement about curb cuts which should be a public works item rather than the zoning code.

17.09.030.D. lists requirements for the location of parking areas that it “must be located at the side or rear of buildings” and “can be located near the office area.” These should all be worked out during design review and can be simplified to address pedestrian or street frontage with a simple statement that the buildings are articulated to have attractive street frontages.

BPs allow

With a Zoning Clearance: emergency shelter, government building, business services, full service and take out restaurants, mobile food, business, professional and technology, general personal services,

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R&D and Technology, Indoor warehousing and storage, telecom facilities within buildings, reverse vending, minor utilities, animal keeping, caretaker unit, home occupations.

With an Administrative Use Permit: day care, clinic, social services, farmers market, limited industrial, recycling collection.

With a CUP: Live entertainment, hotels and motels. Only in hotel overlay area of the general plan.

TABLE 17.09.030: DEVELOPMENT REGULATIONS—OFFICE DISTRICTS				
	District		Additional Standards	#
	BP	OI		
Lot and Density Standards				
Minimum Lot Area (sq. ft.)	10,000	10,000		
Minimum Lot Width (ft.)	100	100		❶
Minimum Lot Depth (ft.)	100	100		❷
Maximum Density (Units/acre)	N/A	20	See § 17.25.090, Mixed Use Development	
Building Form and Location				
Maximum Building Height (ft.)	35	35	(A)	❸
Minimum 1st Floor Ceiling Height (ft. clear)	12	12		
Setbacks (ft.)	See also § 17.25.090, Mixed Use Development for upper-story setbacks for residential uses in mixed-use development			
Front	10	10		❹
Interior Side	0	0	(A)	❺
Street Side	10	10		❻
Rear	10	10	(A)	❼
Maximum Lot Coverage	35%	40%		
Additional Regulations				
Buildings Near State Highways			(B)	
Limitations on Curb Cuts			(C)	
Minimum Landscaping	20%	10%		
Parking Location			(D)	
Sidewalks			(E)	

OLD
Professional
and
Institutional

No minimum lot area, width, depth or density.

Max height 35'

Setbacks 45' from centerline, 15' from ROW

Side & Rear 15 feet

Max coverage 40% net area

Landscaping not less than 10%

17.10 Industrial Districts

There used to be three industrial zones – Light Industrial – M-1, Industrial Research Park M-RP, and Service Industrial Goleta MS-GOL.

The new zones are either Service Industrial (IS) or General Industrial (IG).

Several M-1s were rezoned to IG General Industrial and CG-General Commercial, MS-GOL were rezoned to IS or IG, and some M-RP (Industrial Research Park) lots were rezoned to Business Park

IS Service industrial allows for

Community garden, auto uses except service and gas stations, catering, mobile food, auto wrecking (with CUP), construction and material yard, custom manufacturing, limited industrial, heavy vehicle and large equipment sales/rental service and repair, towing, vehicle storage, wholesaling and distribution: indoor warehousing, outdoor storage, personal storage, (chemical and explosives with CUP), telecomm facilities, freight/truck terminals and warehouses, heliport (with CUP), reverse vending, transport passenger terminal, minor utilities, animal keeping, caretaker unit, live entertainment (CUP). Clinics and skilled nursing (with CUP)

IG general industrial allows for

Agricultural processing (CUP), community garden, emergency shelter, government building, clinics and skilled nursing (CUP), car rental, auto/vehicle sales and leasing, repair (major and minor), service and gas stations, building materials sales, services, catering, mobile food, auto wrecking, construction and material yard, custom and general manufacturing, limited industrial, oil & gas (with CUP), R&D/tech, vehicle/equipment facilities, towing, storage, service & repair; wholesale trade, warehouse, storage and distribution of chemical/explosive (with CUP), indoor warehousing and storage, outdoor storage, personal storage, wholesaling and distribution, telecomm in Buildings, freight/truck terminals and warehouses, heliport (with CUP), recycling, reverse vending, , minor utilities, animal keeping, caretaker unit, live entertainment (CUP).

Development standards

The new code reduces max height to 35' in the M-1 zone, 17.10.030.A – allows CUP for increase in height up to 45 feet when the old requirement in M-1 allowed for 45' as part of the zoning. The City may want to reconsider why a reduction in 10' plus a CUP is needed.

The new code reduces setbacks which is nice. However, it adds lot width/area (only M-RP had a minimum lot area previously) and maximum coverage where no existed before for M-S-GOL.

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The new code also adds transitional standards and separation of parking areas, sidewalks, four-sided architecture when within 200' of the highway, limitations on curb cuts, and parking locations.

Comments on these sections (17.10.030.A-G) are the same as in commercial zones and as follows:

17.10.030.B. Transitional standards requires 50' setback from all residential zone boundaries or residential uses which can be reduced with a CUP for narrow lots subject to screening and use limitations. This section should state that it can be reduced to a minimum of 10' or similar to give appropriate expectation.

17.10.030.C requires separation of parking areas from buildings by 10 feet, and that must include pedestrian walk way and landscaping. This doesn't seem necessary for many of the allowed uses in this zone. Reconsider whether this needs to be included.

17.10.030.D. requires sidewalks must be provided to meet ADA standards. ADA requirements should be left to state law for areas where ADA is required.

17.10.030.E. Requires architectural articulation on all 4 sides of buildings be equivalent to the primary façade if the building is within 200 feet of the freeway. This same screening or visual impact mitigation should also be allowed to be achieved with landscaping or other manners, rather than fully articulated as the front façade of the building. Some consideration should be given for whether the property or building can actually be seen from the freeway as well and waived if not.

17.10.030.F is the same requirement about curb cuts which should be a public works item rather than the zoning code.

17.10.030.G requires parking be located at the side or rear wherever possible and customer parking near the office area. These types of site layout decisions should be worked out in design rather than codified.

TABLE 17.10.030: DEVELOPMENT REGULATIONS—INDUSTRIAL DISTRICTS				
	District		Additional Standards	#
	IS	IG		
Lot and Density Standards				
Minimum Lot Area (sq. ft.)	10,000	10,000		
Minimum Lot Width (ft.)	100	100		1
Maximum Lot Coverage	50%	50%		2
Building Form and Location				
Maximum Building Height (ft.)	35	35	(A)	3
Setbacks (ft.)				
Front	20	20		4
Interior Side	10	10	(B)	5
Street Side	10	20		6
Rear	10	10	(B)	7
Additional Regulations				
Minimum Landscaping	10%	10%		
Maximum Intensity of Employment	25 persons per acre		See Chapter 17.17. -AE Airport Environs Overlay District	
Separation of Parking		(C)		
Sidewalks		(D)		
Building Design Near State Highways		(E)		
Limitations on Curb Cuts		(F)		
Parking Location		(G)		

EXISTING M1

No minimum lot area, width or depth

Max height 45'

Max Coverage – 50% of net area

Setbacks – Front 50' from CL, 20' from ROW, side and rear, 10' and Rear: 50' from any residential zone

Landscape – not less than 10% plus masonry wall, screening.

EXISTING M-RP

1 acre min lot size

Max height 35'

Max coverage 35% net area

Setbacks – front 80' from CL, 50' from ROW or 20' from row of 2nd internal street
Side and rear – 10' unless abutting residential then 50' rear

Landscaping 30% of net lot area, plus masonry wall/landscape of side/rear

EXISTING M-S-GOL

No min. lot area

Max height 35'

No max coverage

Setbacks – front 50' from CL, 20' from ROW. Side and rear 10' or rear at 50' if abutting residential.

Landscaping not less than 10% plus landscaped/masonry wall if abutting residential.

17.11 Public and Quasi-Public District

Not reviewed

17.12 Open Space and Agricultural Districts

Not reviewed

17.13 Planned Development District

Not reviewed

Part 3 Overlay Districts

Not reviewed

Part 4 Regulations Applying to Multiple Districts

17.25 General Site Regulations

17.26 Coastal Access

This section may change after review by the Coastal Commission.

17.27 Coastal Zone Visual Resource Preservation

This section may change after review by the Coastal Commission.

17.28 Density Bonuses and other incentives

Not reviewed

17.29 Inclusionary Housing Program

Not reviewed

17.30 Demolition and Relocation

Not reviewed

17.31 Environmentally Sensitive Habitat Areas

The entirety of this section was not reviewed in detail however we have the following comments:

17.31.030.D – Restoration and Monitoring Plan – The sections says plans “must include the following”. The City should clarify or edited to be less restrictive. Not all the requirements are necessarily going to be applicable or necessary. Staff or the Director should be given authority to waive items on a case by case basis.

17.31.050.B. – “Land divisions are only 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 ESHA related to fuel modification for fire safety purposes.” This should be deleted or

clarified because it could severely limit the ability of a property owner to reasonably build on a lot constrained by ESHA. Fuel management and ESHA can be compatible, and beneficial.

17.31.070.A.1 Streamside Protection Areas – This item states that the “SPA upland buffer must be 100 feet outward on both sides of the creek, measured from the top of the bank.... The review authority may increase or decrease... based on site-specific assessment if **(1) there is no feasible alternative siting for development that will avoid the SPA upland buffer**”

This language is impossible for staff to interpret consistently if at all. The term feasible itself is an issue. In addition, there are no criteria identified for staff or decision makers to use in determining whether there is a feasible alternative. This opens the door for attack of any project and the standard may become a legal argument over reasonable use of a property. Especially when a feature is severely degraded and a project protects and enhances an ESHA, a 100 foot setback could be considered disproportionate to the potential impact of the project itself. In reality, it is very difficult for applicants, especially on larger projects, to find support in a buffer reduction of any kind even if the code specifically allows for it. Therefore the criteria needs to be clear.

17.31.140 – Protection of Native Woodlands – This section is extremely restrictive and internally inconsistent. The City should clarify that encroachments around protected trees may be permitted when justified and mitigated per specific study and recommendations by biologists or arborists.

17.32 Floodplain Management

17.32.020 Applicability should cross-reference the Safety Element.

17.32.060.B talks about Standards for Utilities and includes waste disposal systems must not be installed in a regulatory floodway. This should be clarified that utility lines such as sewer main lines could be directionally drill under floodways.

17.32.080 Diking, Filling or Dredging state that dredging of open coastal waters, wetlands and estuaries is permitted only to the extent allowed by the Coastal Act. There wetlands NOT in the coastal zone that would not be subject to the Coastal Act and these instances should be addressed.

17.32.080.B.3. This provision talks about providing entrance channels for new or expanded boating facilities in wetlands. Curious as to where or in what context within the City this would apply.

17.33. Hazards

17.30.030 Describes a Hazards Evaluation Report in which the initial site assessment by the ZA considers hazards over 100 years when the design life may not be 100 years. This should be reconsidered for the expected design life rather than 100 years as a standard minimum.

This section talks about using the best available science for the report. Unfortunately, the CCC’s guiding document about sea level rise is pretty loose and confusing. The City should consider different verbiage

or deleting this sentence. It's reasonable to expect this is going to change rapidly over time and it can be discussed differently than 'best available science.' Particularly since the best available science may include very costly reports, testing, etc.

The last sentence of 17.30.030 says "The Report is required to demonstrate that subject to the Report's recommended measures, all of the standards of this chapter can be met." This should clarify that the standards can either be met or are not applicable or found to not be a hazard.

17.33.040 Shoreline Development

This section will not be effective until the CCC certifies the document as the new LCP and therefore it will likely look different after the CCC reviews the document. However, it is understood the CCC no longer allows seawalls whether the community agrees with this prohibition or not.

17.33.040.A.2. Describes a prohibition on bluff face development except for engineered staircases to provide public beach access, pipelines and drainpipes. The staircase item should be consistent with SE 3.1 which talks about wood staircases and "lightly engineered." The GP should be revised to match this term of "Engineered staircase" as you can't lightly engineer a staircase.

17.33.040.E.1. Describes a Geotechnical Report to be submitted for applications for shoreline development. Item f requires survey work 'beyond the site.' This should be defined for a particular distance so as not to be onerous to the property owner. As well, the owner may not get cooperation of the neighbors.

17.33.040.E.2 requires a construction plan accompany applications and requires that 'no machinery will be allowed in the intertidal zone.' This may not be possible where the intertidal zone extends to the sea cliff for instance. As well, it may require some beach activity therefore this should not be a prohibition.

17.33.040.F – this section includes site planning and setback standards. It needs to include some kind of verbiage about 'unless strict adherence would constitute a taking of property by eliminating the development potential on a legal lot.

17.33.040.F.2.a.1 includes language on what the setback must be. The City should carefully consider flexibility in these requirements particularly where it could constitute a taking. Similarly, the section should include a list of allowed uses in the bluff retreat setback that includes landscaping, structures of limited value or without foundations (planted pergola? Gazebo?) golf course greens, or other non-structural uses, and drainage features such as the drainpipes and public access staircases in 17.33.040.A.2.

17.33.040.F.2.b. has a 50-year design life. Other places of the document have a 100 year life – particularly the hazards section. The City needs to be consistent.

17.33.040.F.2.c says drought tolerant landscape must be installed. This should be revised as, 'when the applicant proposes landscaping it must be drought tolerant' rather than requiring new landscape. As well, it could consider using 'low water' rather than drought tolerant.

17.33.040.F. Shoreline Protection. This section states that existing structures threatened by coastal retreat must be relocated or removed and that in order to keep them they must get a CUP or CDP subject to findings. This appears to conflict with legal-nonconforming standards and should instead be handled as non-conforming. If the structure is illegal then it should instead be subject to the section regarding enforcement. In addition, one of the items to allow continued use is item d. “alternatives ...have failed” this should also allow for where alternatives have or are about to, or will fail.

Shoreline Protective Structures need a definition in section 6.

17.33.050 talks about geologic, slope and stability hazards. Item C states that no development may be closer than 50 feet to any active or potentially active fault. The City should leave these distances to the building code or the expertise of the geotech rather than a blanket distance. It also says nonstructural development may be allowed in these areas depending on how they would withstand or respond...

Since structures are defined as ‘anything constructed or erected which requires location on the ground’ and often these are temporary, of limited value, etc. evaluating how they would withstand or respond may not be an appropriate regulation.

17.35 Landscaping

in general, this section appears to be too directive and requires too much, reduces flexibility, imagination, and ability to creatively address landscaping of a project. Where a person cannot afford or does not choose to hire a landscape architect, use of the Alternative Compliance provision may be difficult. The City should put these as guidelines in a separate document.

17.35.030 has a list of areas that MUST be landscaped and includes all required front and street-facing setbacks, lot perimeters, building perimeters, parking areas and unused areas. This seems a little excessive, particularly lot perimeters which could easily be attractively handled with a fence or something less than landscaping.

17.35.040.B talks about landscape mounds and should be clarified that mounds are not required, simply that these are the expectations when they are used.

17.36 Lighting

Like the Landscape section, the rules in the lighting section may be better used as guidelines in a separate document. This section needs to be consistent with industry standard, which changes more often than the City might want to change their zoning code. In addition, the standards for measuring light need to be consistent throughout the code and definitions.

Holiday lights shouldn’t be restricted to certain dates – are there holiday lights up all year that are particularly offensive? This is an unnecessary code section.

17.36.050.F Codifies lighting at gas stations and these do not seem necessary nor do they match potential security requirements or best practices. Similarly, flood lights cannot cause glare or light to

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shine on adjacent property or public right of way. Again this may not be necessary or match security needs.

17.37 Nonconforming Uses and Structures

The section in the public review draft is reported to be the same as what the City recently adopted/uses at this time. The City is in litigation over this ordinance, and staff has indicated that they are not interested in making changes to this section at this time because of the litigation. After meeting with staff, we understand that the possibility remains that this section will not appear in or be carried forward with the rest of the new Zoning Ordinance. Rather, the City will continue to use the existing ordinance currently in effect until litigation is resolved.

Generally speaking, this ordinance should opt out Agricultural uses.

D. Expansion of **Nonconforming Uses**. No lawful nonconforming use may be expanded without the approval of a Conditional Use Permit, subject to the following requirements:

1. Within a Conforming Structure. A nonconforming use in a structure that conforms to the applicable requirements of this Title and to the Building Code, as adopted by the City, may expand the floor area that it occupies.
2. Within a Structure That Does Not Conform to the Building Code. Any nonconforming use in a structure that does not conform to the Building Code, as adopted by the City, may not expand the area it occupies until and unless the structure is brought into conformance with all applicable Building Code requirements.
3. Within a Structure That Does not Conform to this Title. A nonconforming use in a structure that does not conform to the requirements of this Title but does conform to the requirements of the Building Code may expand the floor area it occupies.

17.37.030.D.5 The Required Findings for the CUP to expand a nonconforming use are:

- a. The existing nonconforming use was lawfully established;
- b. The proposed expansion or substitution of the nonconforming use would not be detrimental to public health, safety, or welfare;
- c. The proposed expansion or substitution would not be inconsistent with the General Plan and Local Coastal Program and would not preclude or interfere with implementation of any applicable adopted area or specific plan;

This provision would be pretty hard to meet considering it is non-conforming use.

- d. The proposed use will not depress the value of nearby properties;
- e. No useful purpose would be served by strict application of the provisions or requirements of this Title with which the use or structure does not conform;
- f. The nonconforming use does not include the storage, processing, use, or generation of hazardous materials, products, or waste;

City should consider impacts to agriculture or provide allowances where that hazardous material product or waste is regulated by some other agency and the user is in compliance with all applicable laws related to that hazardous material.

g. The impacts of the nonconforming use is not incompatible with surrounding uses; and

h. The nonconforming use is not an Adult-Oriented Business.

17.37.030.E. Discontinuance of Use. If a legal nonconforming use is discontinued for a period of 12 months or longer, the use is determined to be abandoned and cannot be continued, except as follows.

1. The legal nonconforming status of a single-unit dwelling will not lapse, regardless of the length of time of non-use;

2. Industrial uses and oil and gas facilities pursuant to § 17.37.040, Limited Exception for Nonconforming Industrial Uses; or

Specifying Industrial and oil & gas is redundant, 17.37.040 doesn't state both industrial AND oil & gas. The two sections should be consistent.

3. The owner/operator can provide evidence of continual operation, including:

- a. Monthly business receipts and an active business license with no lapse; or
- b. Other materials acceptable to the Zoning Administrator.

17.37.040.A.2 Limited Exception for Nonconforming Industrial Uses. This section gives guidelines for nonconforming industrial uses to be able to make improvements for safety reasons or to reduce environmental impacts. Item 2 includes a list of items that **must** be submitted for consideration to obtain a Limited Exception, unless specifically waived by the Zoning Administrator. It does not give clarity on what criteria or when the ZA would be able to waive the material.

One of the requested items for consideration (17.37.040.A.2.f) is estimated expenditures for the improvements, including materials, labor and equipment. Cost of improvements can be calculated any number of ways and should not be a deciding factor.

17.37.040.D. Lists the required Findings for approving a Limited Exception. Items 3 and 4 and comments are as follows:

3. The improvement does not result in an increase in the overall intensity of use beyond the existing permitted use or, for facilities where no permits exist, would not increase the overall intensity of use beyond the current operating limits.

What about instances where the entitlement exists for an improvement but has not yet been exercised? These are permitted improvements that are not "existing permitted" and could increase the overall intensity of the use beyond current operating limits because they have not fully developed what they're entitled to develop.

4. The improvement does not extend or expand the existing developed industrial site boundary within a parcel.

What is considered the existing developed industrial site boundary? Is this the existing footprint or the entire parcel? Replacement and repair of items could be considered actions that extend the life of the facility. The City should consider instances where repair of a tank or structure requires adjusting its location, or construction of a replacement tank or structure adjacent to the existing for the interim while the existing is overhauled.

5. The improvement does not result in **an expansion or extension of life** of the nonconforming use due to increased capacity of the structure dedicated to the nonconforming use, or from increased access to a resource, or from an opportunity to increase recovery of an existing resource. Any extension in the life of the nonconforming use affected by the improvement results solely from improved operational efficiency and is incidental to the primary purpose of improving public health and safety or providing an environmental benefit.

A repair necessarily extends the life. This could be written more clearly to acknowledge that.

17.37.050 Termination of Nonconforming Uses.

This ordinance appears to be better than the last in the way it limits the initiation of termination proceedings to the Council where it used to allow others to initiate termination. However, it still does not clarify what will trigger the Council to commence termination proceedings.

17.37.050.2 Indicates that the property owner and tenant will be notified in writing no less than 10 days in advance of the hearing that the City Council will be considering whether to terminate the use.

Ten days of notice is not enough time to read your mail, consider the letter, hire a lawyer and get your team to a hearing. This should be at least 30 days if not longer. These are legally established nonconforming uses, not illegal uses.

17.37.050.B Termination Period. This section says that the nonconforming use shall cease within 5 years from the date of the Council's order of Termination, unless the Council allows a longer period in its Termination notice. After the Order is issued, the owner has 1 year to request a modification to extend for up to an additional 15 years.

Typically, you apply for extensions prior to the expiration, so you should be able to apply for this extension any time up until that 5 years expires.

Within 1 year, you'd be appealing back to the same hearing body (most likely).

The Modification to a Termination Order goes to the Planning Commission for review. The PC's action is appealable back to the CC. this is a very unusual appeal process. Council with the original decision-> PC to hear the modification and approve/deny -> PC action appealable back to the Council.

17.37.060 Nonconforming Structures

This section may need to address historic landmarks or include special provisions.

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17.30.060.E This section talks about Structural repairs. The definition includes the words “is immediately necessary” which is not defined. In addition, a 50% replacement cost limit is inappropriate. There should be no dollar limit to making a structure structurally safe.

17.30.060.F.2. If damage exceeds 75% of replacement call, the structure must be brought up to code or the PC can approve a CUP for a rebuild. This will be a problem for processing if we have larger scale emergencies such as area fires or earthquakes. This should be considered for a downshift to a ZA decision.

17.37.060 Nonconforming Structures

- A. **Right to Continue.** Any legal nonconforming building or structure may only be continued and maintained provided there is no alteration, enlargement, or addition; no increase in occupant load; nor any enlargement of the area, space, or volume occupied by or devoted to any use therein, except as provided in this Section. The right to continue to use a nonconforming building or structure **attaches to the land and is not affected by a change in ownership. No substitution,** expansion, or other change in use and no alteration or other change in structures is permitted, except provided in this Section.
- B. **Right to Repair or Restore.** Legal nonconforming structures may be repaired, maintained, or restored in compliance with the requirements of this Section, **unless deemed to be a public nuisance because of health or safety conditions.**
- C. **Enlargements or Alterations.** Nonconforming structures may be enlarged, extended, structurally altered, or repaired in compliance with all applicable laws, subject to the following provisions:
 - 1. Alterations and enlargements that comply with the following, subject to only require the approval of the Zoning Administrator:
 - a. Alterations or enlargements necessary to meet City or State requirements; and
 - b. Alterations or enlargements consistent with the current requirements of the zoning district in which the structure is located or otherwise allowed in that zoning district.
 - 2. Alterations and enlargements that comply with the following are subject to approval of a Conditional Use Permit:
 - a. Alterations or enlargements that extend into a nonconforming yard, where the alteration or enlargement would not:
 - (1) Further reduce any existing nonconforming yard;
 - (2) Exceed applicable building height limits;
 - (3) Further increase any existing nonconforming lot coverage; or
 - (4) Increase the required number of off-street parking spaces unless parking is provided under current standards for the additional floor area.
- D. **Maintenance and Nonstructural Repairs and Alterations.** Maintenance and non-structural repairs alterations are permitted to a nonconforming structure or to a structure

occupied by a nonconforming use, so long as the changes and improvements do not enlarge the structure.

- E. **Structural Repairs.** Structural repairs that do not enlarge the structure, including modification or repair of bearing walls, columns, beams, or girders, may be undertaken only when the Building Official determines that such modification or repair is immediately necessary to protect public health and safety of the occupants of the nonconforming structure, or occupants of adjacent property, or when the cost of such work does not exceed 50 percent of the replacement cost of the nonconforming structure as determined by the Building Official.
- F. **Restoration of a Damaged Structure.**
 - 1. A legal nonconforming building or structure that is damaged or partially destroyed may be restored or rebuilt if the cost of repair or reconstruction does not exceed 75 percent of the replacement cost of the nonconforming structure as determined by the Building Official. Replacement of the damaged portions of the building is allowed by right provided that the replaced portions are the same size, extent, and configuration as previously existed and repair work commences within 24 months of the date of damage.
 - 2. If the cost of repair or reconstruction exceeds 75 percent of the replacement cost of the nonconforming structure as determined by the Building Official, the land and building will be subject to all of the requirements and applicable standards of this Title in effect at the time of the loss. However, the Planning Commission may approve a Conditional Use Permit for the structure to be rebuilt to the same size, extent, and configuration as previously existed as long as the previous use is continued or the original use is re-established.

*17.38 Oil and Gas

Global Comment:

This section does not include a list of zones where Oil & Gas are allowed. From a review of all the individual zoning districts appears that General Industrial “IG” is the only allowed zone for any O&G.

For comparison, in the old code, Oil & Gas were permitted uses in AG 1 and AG II, M-CR, M-2, RES, RR, C-2, C-3 M-RP, M-1 and REC zones. Also note that with this update some M-1 zoned properties were rezoned, IG (General Industrial) some are zoned IS (Service Industrial).

Specific comments:

17.38.020 Applicability. The City should define those items subject to City review authority. The list may be inclusive of items under one or more jurisdictions (DOGGR for example) not including the City.

17.38.040.K requires that the proposed development must have adequate public and private services, including a “reliable long-term source of water.” It further requires that the applicant provide an “unconditional” will-serve letter or contract for service from Goleta Water District or other appropriate source deemed acceptable.

This requirement should more closely match the GWD process. As written, this section does not detail at what point the unconditional will serve letter is required, and should also acknowledge that the GWD does not provide a final C&WS until late in their process, which does not occur until later in the process. Please review and consider the GWD process chart attached and available on the GWD website. Specifically, steps 6 and 7 outline the Will Serve Letter is CONDITIONAL until there are final building permits.

17.38.050.A.1 states that the following section about Oil and Gas Pipelines apply to pipelines that extend outside an oil and gas facility. Does this mean the parcel upon which the equipment or improvements are located, or the limits of the improved area or other? Our recommendation is to clarify what precisely is considered “the facility.”

In Part VI: General Terms, Pipeline or Transmission Line is defined as “Transportation facilities for the conveyance of water or commodities. Also includes pipeline surface and terminal facilities, pump stations, bulk stations, surge and storage tanks, but does not include lateral extensions or service lines.”

17.38.050.B.2 Requires a minimum setback of 25 feet measured from each side of the gas gathering and transmission pipelines. Exceptions include e. Instances where the City finds the 25-foot setback poses an undue hardship to proposed development, provided that any reduced setback is not less than 15 feet, measured from each side of the pipeline. There should be some definition of what the undue hardship might be.

In addition, exceptions include, “Replacement of a public utility pipeline with a functionally equivalent pipeline” but does not include private utilities nor does it appear to allow replacement of other types of existing pipelines. These exceptions should be expanded to allow more flexibility. As well, the City should define what kind of oil and gas pipeline is considered a public utility pipeline since this occurs in the O&G section of the code.

17.38.050.B.6 Requires safety measures for pipelines that cross fault lines, or other unstable areas. It states that those pipelines are “subject to additional safety standards, including emergency shut-off or other measures deemed necessary by the City.” This should reference or recognize safety measures required by other agencies, if any.

17.38.050.C defines the Required Findings for new pipelines constructed outside of “industrial facilities.” It includes many references to the environmentally preferable route or alternative. The City should consider language to clarify and consider many aspects of environment such as instances where the environmentally preferable route or alternative creates a significant additional length of pipe (such as to route around sensitive areas), or would route a pipeline closer to a residence or school, or similar use to be away from something like a wetland. The City should be able to make findings that additional length of pipe and distance also increases total area for potential breaks or issues with that pipe, along with additional cost of maintenance or repair when considering the preferred route.

17.38.060 defines abandonment to include discontinuance of use beyond a period of 12 months. This seems like an arbitrary and unreasonable timeline.

17.38.060.B.2.b requires that an owner or operator must file for a Demolition and Reclamation Permit (D&RP) if the facility has not been operated or has become idle for at least 12 months. Again this seems like an unreasonable timeline.

17.38.060.D.14 requires that an application for a D&RP include evidence of all permits required by other overseeing agencies for any activities associated with decommissioning or reclamation of the site. These other agencies may not like to issue their permits without evidence of the local permit, or may not be practical to obtain prior to City approval. Therefore, the City should consider that this be revised to state that the evidence of permit be provided prior to issuance or effectuating the permit rather than as part of the application.

17.38.060.F.2 states that a D&RP cannot be issued if street and highway capacity is not adequate to accommodate the demolition activities. The capacity of nearby streets and highways is not under the control of the owner/operator of an O&G facility. This Finding should be reconsidered.

17.38.060.G.1 Ties the timeline for commencement of decommissioning activities to two years after cessation of operations. It is unknown how long it will take to obtain a D&RP permit, therefore the timeline to commence needs to be tied to that permit issuance, not the cessation of use. This should also be revised to define what “two years following the start of the decommissioning project” would be. Is it the effective date of the permit or the day employees start disassembling the facility. It should be the date of commencement of disassembly, or alternatively tied to some kind of agreed upon schedule rather than 2 years.

17.38.060.G.4. Does not appear to make sense in context. For instance, as provided, it states “when subsurface pipeline segments are decommissioned, they must be removed along with all debris, except under the following circumstances: b. Areas of ground disturbance must be restored to pre-project conditions, including revegetation of the affected area.” This section should be revised accordingly.

17.38.070 Outlines a process to defer abandonment on a one-time only basis for up to 180 days or other period of time established in the deferral approval.

* **17.39 Parking and Loading** (except 17.39.070(A)(3) Recreational Vehicle Parking/Storage which was discussed on February 22)

General Comment: Certain Chamber members should have a separate meeting to dive in to the specifics of the new parking and loading standards. Particular design concerns include providing EV charging stations vs. requiring that the infrastructure be available and READY for future use, heat island reduction provisions, wheel stops, expanded drive aisle widths, , mandatory selection of Public Works trees in private lots, landscape curb opening requirements, expanded landscape island requirements in terms of size and number, and conflicting vehicle overhang dimensions in text and in figures.

17.39.020.B Appears to be a significant improvement to the previous code.

Old code required “for additions to existing developments, the increased parking requirement shall be based on the aggregate total of the floor area and/or employees of all existing and proposed buildings or structures on the property.”

New code states under “Reconstruction, Expansion and Change in Use of Existing Non-Residential Buildings” that when a change or expansion of use creates an increase of 10% or more in the number of required parking, that the additional parking must be provided for the *addition enlargement or change*, NOT the entire building or site. Any existing deficiency does not need to be mitigated. To current requirement is to calculate parking requirement for aggregate total floor area/number of employees etc. Therefore, the new language appears to result in less required parking.

In addition, a change in occupancy is not considered a change of use unless the occupant is a different use. And, additional parking is not required for reconstruction of existing buildings when there is no increase in floor area.

17.39.020.E This provision is also positive in that it appears to grandfather non-conforming parking in cases of damage or destruction. Particularly, it states that in cases of damage or destruction, that the building, and the parking or loading can be re-established equal to the number of spaces maintained at the time of the damage or destruction.

17.39.030.A. It is unclear if this provision is in conflict with 17.39.050.D.4 which allows for shared parking agreements. This provision states that no property owner can sublease, sub-rent, or otherwise encumber the off street parking spaces required by this chapter. These two should be clarified or cross referenced.

17.39.030.D Stacked Parking. Stacked or valet parking is allowed if an attendant is present or an automated system is in place to move vehicles. This is new language and appears to result in less required parking area.

We understand that 17.39.030.E.3. is being deleted or refined. Appears that for affordable projects, purchase of parking spaces would be under the same terms as the rest of the renters or buyers of other dwelling units. The way this is written, may disadvantage those affordable owners/renters to have to pay equal price for parking.

17.39.030.B States that existing uses of land or structures will not be considered non-conforming solely on the lack of parking required in the new code.

17.39.040 This Required Parking Spaces section outlines the required parking for various uses. The City's [Numerical Standards Comparison Table: Existing to Proposed](#) [link to document on Goleta Zoning site] shows how these compare starting toward the bottom of page 42 and on through page 44 of that document

17.39.040.A.1 Mixed Use Development. Parking requirements per land use contained in a mixed-use development are now provided. Parking requirements for non-residential uses within mixed-use are less (i.e. 1 space/450 SF vs. 1 space/300 SF). It is not certain this new condition will result in less required parking: a typical parking study applies a Shared Parking method that determines the cumulative peak parking requirement of the combined land uses, instead of the aggregate number of required spaces.

17.39.040.A.2 Single Use Development. Parking requirements have changed for the following residential uses:

1. Multiple-unit dwelling, One-bedroom: increased from 1.0 space/unit to 1.5 spaces/unit.
2. Multiple-unit dwelling, Two bedrooms: now lumped together with three or more bedrooms, increased from 1.5 spaces/unit to 2.0 spaces/unit.
3. Family day care, Group residential, Residential care & Single room occupancy (SRO) have been added.

Parking requirements have changed for the following non-residential uses:

1. Retail business and general commercial (1 space/500 SF) is now General retail (1 space/350 SF) and Large format retail (1m space/250 SF). This could significantly increase parking requirement for retail.
2. Parking requirement also went up for Colleges and Trade Schools, and Elementary and Middle Schools.
3. Parking requirement for R&D and Warehousing is now less.

17.39.040.D. Appears to be positive in that it allows Exemptions from parking for small commercial uses. "In C districts, the following commercial uses are not required to provide on-site parking when they contain less than 1,500 square feet of floor area: Retail sales, personal services, eating and drinking establishments, food and beverage retail sales, offices-walk-in clientele, and banks and financial institutions." Unless 4 of those types are on a single lot, then the total floor area of those will be used to calculate parking.

17.39.040.E Allows for on-street parking to be used in the Old Town Zoning District.

17.39.050 Parking Reductions. This section also appears to be positive. Where the old code allowed for modifications to parking requirements for certain uses and permit types (attached and detached second units, density bonus for affordable projects, CUPs and Development Plans), this code allows for reductions to parking without being tied to those five permit type/uses. This code allows for reductions subject to a Planning Commission approval of a CUP. The City should consider if a project that would otherwise be approved by the ZA needs to be elevated to a CUP to reduce parking.

- A reduction of up to 20% using an approved Transportation Demand Management Program
- A reduction of up to 20% if located within 0.75 miles of a transit stop with regular service on weekdays 7-9am and 5-7pm.
- Up to 5% of parking in motorcycle or scooter spaces
- A reduction of up to 50% of the total required spaces via shared parking under certain circumstances

17.39.050.F The Criteria for approval of a parking reduction seem reasonable except for item c. which may be hard to prove. The City should rewrite this to be more precise.

- a. Special conditions—including without limitation, the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site; or because the applicant has undertaken a Transportation Demand Management Program—exist that will reduce parking demand at the site;
- b. The use will adequately be served by the proposed on-site parking; and
- c. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area. Detrimental impact is an ambiguous term and should not be used.

17.39.060 Provides for parking in-lieu fees for parking assessment districts. It is unclear where or how the City anticipates parking assessment district to be established.

17.39.070.C includes provisions to allow off-site parking for uses other than single-unit dwellings and second units. For residential uses, off-site parking must be within 200 feet. For non-residential, offsite parking should be within 400 feet. This would create a situation where businesses may not be able to shuttle in employees, or provide off site parking during events. This parking would be non-conforming except that Section 17.39.030.B in the new code specifically clarifies that existing uses of land or structures will not be considered non-conforming solely on the lack of parking up to the new standard. It will however affect the ability for businesses to expand if that expansion creates additional parking demand (i.e. additional employees) that cannot be accommodated in new or enlarged parking lot(s) on site or within 400 feet. Recommend striking the limitation of within 400'. The 400 foot limitation should be deleted. The distance from the site can be addressed on a case by case basis, if necessary and if there is a concern.

17.39.080 Establishes short- and long-term bicycle parking requirements where none existed before. Because there has been no bicycle parking required before, the standards should be flexible.

The organization of this section should be reviewed. Where did the requirements for long term or covered parking come from? Covered bicycle parking at 50% is too much. In addition, the definition of long term should be adjusted to be over 8 hours rather than 4 hours. 4 hours is not a 'long term.'

Section A.1 - Regarding short-term bicycle parking – how did the City arrive at a 10% of the number of required automobile parking spaces requirement?

Section B.1 – Regarding long-term bicycle parking – how did the City arrive at the requirement of 1 long-term bicycle parking space per every five units for multiple family projects? This requirement is 20% long-term bicycle parking. Has the City simulated how this requirement would impact a typical multi-family project also accounting for short term bicycle parking requirements?

B.3 – This section is requiring 50% of required long-term bicycle parking to be covered. How does this relate to the current requirements? We want to ensure the City has fully analyzed how these % bicycle parking requirements will affect a project. We want to have some understanding of the requirement demands.

17.39.100 Parking Area Design and Development Standards have expanded dramatically. Landscape and Screening of Parking Areas previously contained 4 provisions and now includes 12 pages of requirements for island sizes, locations, permeable paving, buffers, parking canopies, medians and sidewalks, separate vehicular and pedestrian circulation systems, etc.

General Comments:

We encourage balance of competing interests when it comes to parking and that while medians and the like can make a more attractive, the additional requirements should be careful in not forcing more total area of lots/developments dedicated to parking. We don't want to over-park new development but we do want to have adequate attractive, permeable, usable, parking.

The current code appears to have served Goleta parking lots well, therefore the City should be careful in any decision to add more spaces required per use/square footage/unit. In addition, requiring these medians and buffers limit mobility through a parking lot, and reduce opportunities for alternative parking configuration during events that may be valet parked.

We appreciate how flexible it is, and that its going to change dramatically from what is in the draft, and we look forward to seeing the redline version. This section warrants a significant amount of additional attention.

Some of the wheel stop requirements seem unnecessary and the size and number of medians appears onerous.

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Surfacing requirements are redundant and restrictive. They are already required as part of the City's Stormwater Management Plan. Flexibility is the key to successfully implementing a good stormwater treatment design. We do not support this section as written.

Although tandem parking is addressed, valet parking is not. The ordinance should address the requirements or process for determining if valet parking will be allowed.

17.39.100 Parking Area Design. All parking spaces except parallel parking and stacked parking shall be 9' x 18', with up to 20% assigned compact 8' x 16'. The current code allows for 8.5' x 16.5' residential, this appears to be eliminated. The current code also allows 30% assigned compact, so a proposed reduction of 10%. We do not support eliminating flexibility in stall size or amount of compact parking.

Parking aisle widths have increased by a minimum of 3' depending on parking stall angle, therefore adding parking area size. If the intent is to reduce total area of impervious or total area dedicated to parking (as it causes heat islands), rules that will result in larger total area of parking lot should not be included in the code.

Landscaped islands will be required between a maximum row of 6 spaces. Islands to be 8' wide. The current code states that trees, shrubbery and ground cover is to be provide at suitable intervals. Typical applied spacing is about every 10 spaces with a 5' wide island. The proposed change will increase total parking area size.

17.39.100.J: EV Charging Stations: Staff is requiring 5% of parking spaces must be EV charging stations. How did staff arrive at the 5% requirement – is this justified. Based on our experience with EV chargers in multi-family projects a 5% requirement would be very high. Perhaps this should require spaces to be EV "READY".

17.39.100.M: EV Heat Island Reductions: We would like to understand how staff arrived at a 50% shading requirement for those areas not in landscape. Where did the 50% number come from? How does it compare to the current requirement? Has staff studied if that is achievable?

17.39.100.(O)(7)(B) Median with Sidewalks: We would like to understand how staff arrived at a requirement that 25% of the sidewalk is shaded at noon. Where did the 25% number come from? How does it compare to the current requirement? Has staff studied if that is achievable?

17.39.100.R Is positive in that it allows for Alternative Parking Area Designs which would provide an avenue for an alternative approach to be approved by the Planning Commission if they can show that the alternative achieves environmental design and green building objectives.

17.40 Performance Standards

The minimum requirements in this Chapter apply to all new and existing land uses in all zoning districts, including permanent and temporary uses, unless otherwise specified

17.40.060 Liquid or Solid Waste reads in part, “There can be no accumulation outdoors of solid wastes conducive to the breeding of rodents or insects, unless stored in closed containers.”

Comment: City’s general terms probably don’t need a definition of solid wastes; clearly this is to avoid garbage heaps, junk yards, and helps with vector control, but it should more clearly define what will be considered prohibited under this provision. For instance, clearing of land for agriculture creates, for small periods of time, piles of vegetation (i.e. avocado tree limbs) that could be home to small animals or considered a fire hazard. A recycling facility, as another example, could have outdoor piles of “waste” to sort for recycling that may collect rain water. While the concept is agreeable, this could have unintended consequences.

17.40.070 In the Hazardous materials section, 17.40.070.B Contaminate Land. “No new development is permitted on land determined to contain actionable contamination until the party responsible for such contamination has been identified and has accepted financial responsibility for any required remediation. The posting of a bond or other surety in an amount and form acceptable to the Zoning Administrator is required.”

It is not always possible to find the responsible party or to make them pay. The City should provide for an avenue for a property owner, even if they’re not the “responsible party” to prepare some kind of remediation plan and complete that work as a Condition of Approval prior to issuance of whatever permit they’re seeking.

17.40.070.C.2. States “Hazardous materials or wastes stored in closed containers at a facility must not be located within 50 feet of a property line.” On a smaller lot, this may not be possible. The City should consider an allowance for a plan of equivalent means to achieve a reasonable level of safety.

17.40.080 Noise

Table 17.40.080(A) appears to be equivalent to the previous standards although it simplifies the land use categories somewhat.

17.40.080.F. “The Zoning Administrator may require noise shielding or insulation for such equipment if the operation of the equipment results in objectionable noise levels at adjacent properties.”

Comment: this section sets out thresholds; therefore the criteria of “objectionable” should be clarified to what that means in relation to the standards.

17.40.080.G Exemptions outlines that these limitations do not apply to emergencies, warning devices, special events, religious institutions, municipal solid waste collection, public works construction projects, and public utility facilities.

DRAFT GOLETA ZONING ORDINANCE COMMENTS

Comments: The section includes an exemption for “street utility and similar construction projects undertaken by or under contract to or direction of the City.” This should be clarified that it includes improvements in the public ROW that are conditioned/required as part of the approvals for private development projects.

The City should add exemptions for construction noise which is typically mitigated by specifying construction hours. Exemption or relief should also be considered for projects that may require pile driving for pile foundations. The alternative to pile driving is vibrating the piles into the ground which can be problematic for other jurisdictional agencies when they occur near waterways, riparian, etc.

The City may also consider expanding the exemptions to include school bells and school PA systems.

17.40.090 Smoke Fumes and Gases This section says no use, process or activity will produce objectionable odors at the lot lines of a site. The City should consider if this would prohibit, for example barbeque restaurants. The use of the word objectionable is subjective.

17.40.100 Vibration requires that machinery, including oil and gas collection, etc. “will be housed to ensure that vibration will be reduced to a minimum amount discernible without the aid of instruments by a reasonable person at the lot lines of the site.”

This should be clarified that if a manufacturing or industrial use occurs on several contiguous parcels, that the measurement will be taken at the lot line of the exterior of the entire site, rather than the parcel upon which the equipment or process is occurring.

* **17.41 Signs**

Global Comments:

- 1) We support the City's establishment of a simpler process for signs that meet the basic requirements without having to go to the DRB or other review.
- 2) The flexibility for sign design is only allowed with Master Sign Programs and that flexibility is limited. It does not allow an increase the aggregate total sign area. The City should consider including guidance and flexibility in the new code.
- 3) The City should also consider allowing increase in total aggregate area with a Master Sign Program or in instances where an increase in area can be found acceptable or appropriate by the DRB.
- 4) We support the various allowances for short term signage for things like one-day sales.

17.41.040.B includes the words "otherwise designed to attract attention" and that statement is too broad.

17.41.030.T. This provision allows for special event signs and should be looked at together with 17.41.040.B to allow a reasonable number of special event balloons, banners or flags since the purpose of a special event sign is to attract attention.

17.41.F This provision talks about open house signs and limits the total number to three. This should be revised to allow more offsite signs.

17.41.120 Is positive in that it provides clarity for Nonconforming Signs. These can be continued and maintained. However, it only allows for restoration of a damaged sign if the damage does not exceed 50% of the sign area, provided that restoration starts within 60 days of damage.

This could be a larger percentage especially for instances of fire or vandalism. In addition 60 days may not be enough time to, for instance, collect insurance and have a sign made to replace a damaged sign. A longer period of time should be allowed.

17.41.120.B. Abandonment of Nonconforming Sign A non-conforming must be removed if the sign has been abandoned, or use of the property has discontinued for a period of 90 days.

In other sections of the code, a one year period is allowed before for non-conforming use is considered abandoned. The time period should be consistent and should not be arbitrary.

* **17.42 Standards for Specific Uses and Activities**

Global Comment: There are now standards for many more specific uses and activities where none existed before. While these could provide staff with direction when considering new applications, they will likely result in numerous additional non-conforming situations and impede existing business' ability to expand or continue operation.

The purpose or need for some of these regulations is unclear.

Each one of these need to clarify whether these specific uses and activities are considered "primary use" or "accessory use." For example: see Community Gardens

17.42.030 Accessory uses This section is problematic in that an accessory use will not be considered accessory if it exceeds 25% of the total floor area in the principal building and accessory buildings.

17.42.050 Animal Keeping is allowed as an accessory use to a residential use. This section should clarify that the residential use does not have to occur on the same lot as the residence in instances where multiple contiguous parcels are under the same ownership and/or operated as one property.

17.42.050.C.2 Animal Keeping. This provision regulates keeping of small animals in residential districts. Item 17.42.050.C.2.c. requires that enclosures for small animals are no closer than 25 feet to any dwelling. This should specify to any dwelling on another lot. It is reasonable to allow a person's chicken coop to be close to their own house.

17.42.060 and 17.42.070, .080 These are new standards for Automobile/Vehicle Sales and Leasing, Auto/Vehicle Service and Repair, and Auto/vehicle washing. They appear to regulate based on aesthetics and noise impacts. For instance, 17.42.070.F "Exterior storage, including tires, must not be visible from arterial streets or an R District." and for a car wash, 17.42.080.A.2. "Vehicle lanes for car wash openings must be screened from public streets to a height of 30 inches with walls and/or berms with supplemental plant materials."

Comments: It appears these items could be captured in other sections such as landscaping, or, that these items are better left to review by the DRB rather than codified rigidly.

In addition, **17.42.070.I.** requires that "All body and fender work or similar noise-generating activity must be enclosed in a masonry or similar building with sound-attenuating measures..." This may not be

necessary where the vehicle repair shop is located in an industrial or similar area where there are not sensitive receptors. The City should consider whether all of these restrictions are necessary.

17.42.090 Describes standards for Community Assembly uses. This should be clarified. Do these standards apply to facilities constructed for community assembly only? Or do they also apply to assembly uses in various structures with other primary uses.

17.42.100 Describes Community Gardens. Will a Community Garden be considered a primary use in any zone? If so, will a shed for storage of tools or a structure with sink or bathroom be considered accessory to the Community Garden use? We recommend the City assign to each type of use whether it's considered a primary use, and review the definition of accessory use and structures so that you don't need to, for instance, build a house on a lot before you can install a shed for your community garden.

17.42.110 Drive In and Drive Thru Facilities. These standards appear to be typical for drive thru facilities. No comments.

17.42.130 Large Family Day Care Homes. The standards have been greatly expanded. There used to be 3 standards associated with large day care. It was a ministerial action exempt from CEQA with a Land Use Permit. The new code has 13 provisions including a standard for 75 square feet of outdoor recreational space for every child over 2 years old (swimming pools and pool decking do not count toward this square footage requirement). This section also now has provisions that the permit expires if the use ceases for 180 days, and is considered to have automatically started when the attendance drops below 6 children. It also now specifies resolution of complaints and requires action by the Planning Commission upon receipt of 6 substantiated complaints within one calendar year.

Comment: While we recognize there are state regulations, they should be interpreted locally in a reasonable way, so that these uses with community benefit are not overly burdened with regulation. Particularly because of the cost to working families in Goleta.

17.42.140 Farmer's Markets. The old code does not appear to have general regulations for Farmer's Markets. These regulations outline an Administrative Use Permit for any Farmer's Market that will operate for longer than one month, and kicks temporary Farmer's Markets back to Temporary Use Permits. The regulations appear to be appropriate, and limit additional work to providing a Management Plan and adequate waste disposal. The section should clarify if one month duration is every day for a month, or several days a week for more than a month, etc. The City should also clarify 17.42.140.F which states that the market "must not obstruct a path that is part of a required pedestrian circulation system."

17.42.150 Farmworker Housing. One of the provisions here is for 6 or fewer employees in a single family structure with a residential land use designation. This should allow for occupancy of employees and their family members who may not also work on the same farm, and their children who may not be of legal age to work.

17.42.160 Group Residential. Certain restrictions, like a minimum lot size of 12,000SF as required in 17.42.160.A could reduce an organization's ability to provide critical social services given the price of real estate in Goleta. These provisions could be reconsidered.

17.42.170 Provides regulations for new Heliports. It should be clarified whether a heliport will be considered a primary use on a lot or accessory only. It should also clarify if noise level standards created by this code can be met (as measured at the property line of the proposed heliport) given the noise generated by a helicopter. If not, it should be specified that heliports are exempt from noise thresholds.

17.42.180 Home Occupations.

General comment: Home occupations are a benefit because they reduce the environmental impacts associated with separate commercial areas, and commuters to these areas. The economy is becoming more diverse, and high land and home costs are supporting this trend. The chamber supports reasonable allowances for home occupations as an extension of supporting live/work units as a feature encouraging progress in the community.

17.42.180.B.3 The maximum size was previously limited to one room, it is now limited to 25% of the residential unit floor area. This may be problematic for smaller homes. It should be reconsidered to allow for home occupations in smaller units where 25% of the total area may be smaller than one room.

17.42.180 is positive in that it now allows for one employee in addition to the occupants of the dwelling. The previous code limited the occupation be conducted solely by the occupants of the dwelling unit.

17.42.180.B.8 prohibits display or direct sale of products or merchandise from the site except for cottage food preparation. This provision should be eliminated or expanded for other business types such as an in-home barber or aesthetician that wants to sell shampoo or a skin care product.

17.42.180.B.9 This provisions seems unnecessary. If the residential character is maintained and preserved, the home occupation should not be prohibited or limited from using an accessory building to store supplies necessary for the home occupation.

17.42.180.B.10 prohibiting occupations which create the need for additional parking spaces, appears to be in conflict with 17.42.180.B.6 which states that parking required for customers/clients/employees may be in tandem. Provision 6 seems to acknowledge the need for additional parking while provision 10 seems to prohibit it.

17.42.180.B.11 regulates vehicles used for a home occupation. It states that "only one vehicle, owned by the operator of the home occupation, and not to exceed one ton capacity, may be used by the operator in conjunction with the home occupation." The intent appears to be to prohibit a fleet of cars with advertising on them to be parked near the home occupation. It should be clarified however since it would appear to prohibit, for example, a husband and wife home occupation from using both of their regular vehicles for business purposes. 17.42.180.B.12 appears to meet the apparent intent of B.11.

DRAFT GOLETA ZONING ORDINANCE COMMENTS

17.42.180.B.12 should be revisited if the RV parking ordinance is eliminated as it appears to double up or reinforce that requirement.

17.42.180.B.13 Equipment. The intent of this regulation may be to limit the potential for noise issues stemming from equipment use. Rather than regulate the size or type of equipment, it may be a better regulation to instead talk about the noise generation limits instead. Otherwise, this code may be quickly out of date with noise-attenuating technology.

17.42.180.C repeats the size restriction of 17.42.180.B.3 and should be revisited as well.

17.42.180.D. includes prohibitions for home occupations. Item 2 prohibits animal care, sales and services. The ZA should be able to make a determination for some kinds of animal care uses such as a small dog grooming service with one or two dogs a day, or day care for a small number of animals is allowed. In the residential zone, a resident is allowed to have up to 4 household pets. A home occupation should allow for at least that many.

17.42.190 **Hospitals and Clinics** are now required to be on lots with at least one frontage on an arterial street of 100 feet for hospitals and 50 feet for clinics. The purpose or need for this is unclear.

17.42.200 Live/Work Units. No comments.

17.42.210 Lodging and Visitor-Services. 17.42.210.B. provides for existing uses located in the coastal zone.

Item 1 states, “Existing lodging and visitor-service uses may 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.”

It is unclear why this needs to be a provision. This seems unnecessary to state, and if stated what is the intent. Additionally, it’s confusing as to what it is imposing on existing uses with the language, “ensuring the conservation and protection of coastal resources.”

17.42.210.B.3 “3. Any expansion **or alteration of** existing development will be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach. In this context, “maintain or expand” allows for flexibility in meeting this requirement, if at least one of the following criteria is met:

- a. To provide better protection of coastal resources;
- b. To maximize public access; and/or
- c. To accommodate natural processes which impede existing access.”

This item appears to require that if the visitor serving resort/use were to expand or alter its development; it would trigger additional access and protection of resources. In using the word alteration, it is unclear if a simple interior remodel of a space or remodeling of a patio area would trigger this as well. The City should clarify the intent here.

4. “Any expansion or alteration of existing development will be required to protect environmentally sensitive habitats and archaeological resources.” Is this meant to take away the ability to have some impact on some amount of habitat? Typically some impact is allowed if it is mitigated to a less than significant level through restoration or replacement. This should be revised to add language that specifically addresses mitigation of impacts rather than just ‘protect.’

17.42.220 Manufactured Homes. Item 17.42.220.C. states that no more than 10 years can elapse between a manufacture date and the date of application to issue a permit to install the home in the City. What is the purpose or need for this requirement?

17.42.240 Outlines parameters for mobile food facility/vendors. It appears to be good policy. There is however a prohibition on ringing bells, chimes, music, or make other notice to attract attention to its business. This limitation doesn’t seem necessary. The City should also add language that a mobile food vendor is allowed to have tables and chairs or umbrellas set up during the operation so long as those items aren’t in the ROW, and that they can be allowed in the ROW for temporary events with an encroachment permit. This could allow for ‘pop up’ facilities in parking lots, etc.

17.42.250 Nurseries and Garden Centers. It is unclear why this classification or regulation is needed.

17.42.260 Outdoor Dining and Seating. This states that outdoor dining and seating must be accessory use to a legally established eating or drinking establishment located on the same lot or adjacent lot. The City should consider expanding this to allow certain temporary tables and seating associated with food trucks and farmers markets. See comment on 17.42.240.

17.42.270 Outdoor Sales. Unclear why this regulation is needed but don’t appear to be particularly onerous.

17.42.280 Personal Services are restricted to 7am and 10pm. This section appears to have no other real purpose since the other items listed are already regulations for tattoo and piercing businesses.

17.42.290 Personal Storage. Item D restricts “open storage” outside an enclosed building to vehicles and trailers with valid registration. People with large weatherproof items that don’t require registrations of any kind should also be able to store items out of doors. Item H also limits hours of operation to 7am and 7pm when abutting an R district or residential use in a mixed-use development. These hours should be more closely considered, or an avenue to expand these hours should be provided in order to avoid conflicts and non-conformities.

17.42.300 Recycling Facilities. It is unclear why these regulations are necessary. Item 17.42.300.B.1 limits collection facilities to a building site footprint of 350 square feet. This number seems arbitrary. It appears to me that these should be considered via a Conditional Use Permit on a case by case basis with far fewer codified standards to allow for a normal design process.

17.42.320 Provides standards for Single Room Occupancy (SRO)/residential hotels. Item B requires a maximum occupancy of 2 persons. While an SRO is not ideal for children, it should not prohibit this potential residential opportunity for a family, for example of a single parent and two kids, or two parents and a kid, etc.

17.42.320.A. Maximum number of units. Question: Is this before the Density Bonus? And is the bonus calculated on this new base density? That would mean an increase up to 55%. Some SROs are former hotels with a common kitchen so the density is very high. A little more clarity on how the City plans to combine this boost with the density bonus is needed.

17.42.320.C. Minimum Width: This could be an issue if an organization tried to convert an old hotel that has small or oddly shaped rooms. Perhaps an exception for conversion of an existing building would be appropriate.

Regarding parking and SROs, they do not need much parking. The occupants are formerly homeless and many do not own vehicles (except those that lived in their vehicles). Some spaces for staff are needed as well, but overall very little is needed. This is typically not an issue when converting an old hotel because they have more than enough parking.

Overall the requirements should be easy to accommodate with a new construction project. There should be a little more consideration of how the City would treat conversion of existing structures.

17.42.330 Second Dwelling Units. Previously, design review of second units was a ministerial review only. It is not clear if that is still the case. In addition, per 17.42.330.A., a second dwelling unit is required to get a zoning clearance, and design review can be conducted by the ZA “if no exceptions or modifications of applicable development standards are requested, and all the criteria are met.” However, the design review can be deferred to DRB if that’s not the case. This provision conflicts with the Zoning Clearance procedure in 17.54.030.A of the new code, which states that a zoning clearance is the appropriate permit only when the ZA “determines that the proposed use or building, or alteration or addition, is permitted and conforms to all applicable regulations and standards of this title.”

17.42.330.B.1.b. states that a “second dwelling unit will only be permitted on a lot on which the principal dwelling and all other structures thereon conform to all minimum requirements of the applicable zoning district.” The effect of this provision would seem to be to prohibit second units on any property with any legal non-conformity. Given the number of existing legal-nonconforming properties, and the potential that the new code is likely to create numerous non-conformities, this does not appear to be a reasonable provision.

17.42.330.B.1.d. establishes minimum and maximum square footage for second units. The City should consider making these minimums and maximums tied to the lot size rather than the maximum as written of “40 percent of the existing original floor plan of the primary unit.” The existing original floor plan is also unclear and in some cases may not be knowable.

17.42.360 Temporary Uses

17.42.360.B.7. Specifies that a mobile home can be used as a temporary caretaker quarters during the construction of a subdivision, multifamily or non-residential project. This should be extended to allow for other types of projects such as care facilities and mixed-use developments or others deemed similar by the Director.

17.42.360.8 and 9 Temporary Structure/Work Trailer. This section should allow temporary use to extend beyond one year, either through an extension process or at initial application. This also appears to conflict with 17.42.360.A.4 which exempts “on-site contractor’s construction yards, including temporary trailers and storage, in conjunction with an approved project... and is allowed to stay until the completion of the project or expiration of the companion building permit.

17.43 Telecom

Should fully concealed antennas (those installed within an existing roof structure/building/ fully screened behind an existing parapet) have a simplified review process?

YES

What should the review process be (Administrative Permits or Conditional Use Permit) for non-fully concealed antennas?

17.43.030.A. “Design review may be required” should be more clear. Review and comment.

Easier is better.

What are the Commission's opinions regarding “Faux” designed antennas, for example trees or flagpoles?

Yes: Should be an option for reducing visual impact – DRB may prefer/require or suggest.

17.44 Wind Energy Conversion Systems

17.44.060.I. Wind Farm Site Access. Construction of on-site roadways must be minimized. Temporary access roads utilized for initial installation must be regraded and revegetated to their natural condition after completion of installation.

It should be clarified that this does this include maintenance roads to be maintained for access between towers.

17.44.060.J Site Aesthetics. “When adjacent to a General Plan-designated scenic corridor, a WECS cannot cause a significantly adverse visual impact either from the corridor, or on a designated scenic viewshed.”

There should be criteria for significantly adverse so that it is clear for the installer whether just being able to see it/them is going to be significantly adverse.

17.44.060.K Exterior Lighting. Exterior lighting on any structure associated with the WECS is prohibited, with the exception of that specifically required by the Federal Aviation Administration.

This should exclude exterior lights on things like maintenance sheds to be switched on and off when needed or for safety or security lighting or motion sensors when dark-sky compliant.

17.44.060.L.3. and 4 state that no more than two identification signs relating to the development can be located on the project site and that the signs cannot exceed 16 square feet in surface area or eight feet in height. The City should allow at least one sign per entrance.

Part 5 Administration and Permits

Comments to Part V – Administration and Permits

General Comment: We support simpler processes and clear directions and standards in administering permits. We support the shift to ZA of many kinds of permits.

Some decisions currently made at the Director level should stay at the Director level.

The permit authority table from the 2014 version has been dropped. This table is helpful and should be included in the final code

The section uses Review Authority and Decision Making Body and should instead be consistent

The City should consider providing a table for public review and use by the Planning Commission that compares permit types and the old permit authority vs. the new permit authority so the changes are clear.

Development Plans no longer exist in the new code. We strongly suggest and insist that there be specific language on how staff will process changes to existing approved Development Plans and should reintroduce and include Substantial Conformity. There are many instances where Substantial Conformity is highly effective during final processing to make beneficial changes and improvements to projects. In adding Substantial Conformity Determinations, these should continue to be processed at a staff level and without a public hearing.

Several times in the code, the words Substantial Conformity are used however there is not codification of what criteria or thresholds will be used to determine Substantial Conformity. Will the Modification thresholds become a default guide for SCD? If so, modification criteria should be relaxed to allow the same modifications as the previous code – 20% instead of 10% for instance.

In some jurisdictions, a section of the code is dedicated to discuss what will happen to projects in process at the time of adoption of the new code. Although staff has verbally indicated how this will go, these kinds of clarification should be in writing.

17.52.050.B. Describes the planning authority of the Director. The Director is the Zoning Administrator, or appoints the Zoning Administrator (ZA). It would be good to know the criteria or minimum qualification of the person(s) allowed to be appointed by the ZA.

17.53.020.C .2 Outlines application fees. The draft code states that fees are cumulative, and that when more than one permit is applied for, that the fees are additive. While unused fees can be refunded, it would be better practice to collect whichever of the fees is the highest since multiple applications on one project are processed concurrently not in series.

We support staff's decision to remove 17.53.020.c which stated that no refunds would be given. The City should not be entitled to keep unused funds if for instance an application for permit is withdrawn.

DRAFT GOLETA ZONING ORDINANCE COMMENTS

17.53.040.A. and B. describes how the City will review applications for Completeness. These appear to be giving the ZA additional administrative functions (i.e. determination of a complete or incomplete application) that could be accurately and more efficiently completed by staff or Supervising staff with a consult to the Director.

17.53.060. Talks about public noticing. 17.53.060.C.3 The City identifies poster requirements. The City should consider providing the signs to applicants to be consistent across projects and ensure accuracy and conformance with these requirements.

17.53.060.C.4. Allows for substitutions for mailed notices. The City needs to specifically clarify what types of substitutions are allowed in order to avoid legal challenge.

17.53.070.E.2 Conduct of Public Hearings states that a Public Hearing may not be continued after public notice has been given for reasons of “inconvenience, conflicting business, or voluntary change of counsel.”

It should be clarified that this does not limit applicant’s ability to continue a hearing in cases of: will not be able to be represented by their legal counsel on a certain date. While it is common practice that staff consult with an applicant before scheduling a hearing, the City should consider codifying a concurrence process if they are also going to codify adequate justification for continuance.

17.53.090.C. *Modification or Removal of Conditions*. “Modification or removal of conditions of approval may be sought on appeal or as a new application. Such proposals must be processed through the same procedure that was used to impose the conditions.”

The City should consider flexibility in this provision in cases of clerical errors, or for instances such as: 1) When a condition it impossible to be met within the strict interpretation of the condition, 2) The timing of a condition is applied inconsistent to real world application, 3) The intent and purpose of a condition can be met by alternative or equivalent actions or means.

The justification for this request is that Conditions of Approval are made public at the time of public notice which does not often give the Applicant enough time to review the conditions or analyze the ramifications of fulfilling the condition or identify potential pitfalls. Applicants are not often motivated to request changes conditions at a public hearing given the typical timeline to get to a hearing.

17.53.100 Expiration and Extensions - The new ordinance allows for the Director to approve a 2-year extension of any permit or approval upon receipt of an application and a fee. There should be clarification of whether the Director has the authority to change any Conditions of the permit at the time of the Extension or whether the approval is extended exactly as first approved. In addition the City should identify any the criteria that may be used to deny an application for an extension or clarify this is a by right extension.

17.53.110 Revision of Approved Plans states that the Zoning Administrator may approve revisions to approved plans that are found to be in substantial conformance with the approved plans. Nowhere in

the code does it define Substantial Conformance or give any standards or Findings for Approval. The City should provide direction on what could be considered Substantial Conformance.

17.53.120 Revocation of Permits.

- Item 17.53.120.C.2. indicates that if a use has ceased or been suspended for one year that the permit may be revoked. This is not a reasonable timeline and is ripe for abuse.
- Item 17.53.130.C.3. indicates that a permit can be revoked if there has been a violation or failure to observe the terms or conditions of the permit or approval, or the use has been conducted in violation of the provisions of this Title or other applicable law. The City should identify a more reasonable approach to dealing with applicants or owners who may be out of sync with their approval. This section also needs to reference the Enforcement section and procedures and how the two sections interact.

17.53.130 Appeals 17.53.130.E.6 doesn't appear to be enforceable. The CCC will notify the City if a project they acted on is appealed.

17.54 Zoning Clearances

17.54.030.B. talks about Zoning Clearance Review and Decision. Zoning Clearances are approved by the Zoning Administrator and do not require a hearing. Unlike the County, applicants won't have to get a follow on Zoning Clearance for projects that have other permits which is a positive change, however it is unclear what vehicle they will use to get from approval to issuance.

This section also states that the ZA can defer the decision to the PC, but then B says the Planning Commission may not impose conditions of approval on a Zoning Clearance. It seems odd and could lead to confusion that the ZA can refer something to PC but then ties their hands as to the input they provide. Is it meant that the PC can *suggest* conditions but not require them?

17.55. Use Permits

Administrative Use permits are approved by the Zoning Administrator with a public hearing. These can be deferred to the PC in some cases, based on the following factors: 1. previous decisions by the City regarding the site on which the proposed use is located.

This appears to mean that Administrative Use Permit process is going to be used for Development Plan Amendments. This should be clear if that is the intent. Again, there needs to be a simple process for substantial conformity.

17.55.060 discusses procedures for Temporary Use Permits

In general, this section needs to be clarified and compared with the discussion of construction offices and trailers elsewhere in the code as there may be inconsistencies. In addition, construction offices and trailers need to be a by-right or simplified process that is wrapped in to the approval of the overall project.

17.42.360.B.9 Requires that a temporary work trailer (as a temporary work site for employees of a business during construction of a subdivision or other development project when a valid Building Permit is in force.) obtain a Temporary Use Permit and may be granted for up to 12 months. Temporary Use Permits are subject to appeal 17.53.130. Therefore, it appears that construction trailers on construction site would be subject to an additional permit and an appeal period. Instead, for larger projects it should be allowed by right and for longer than 12 months.

At present, it is our understanding that up to 3 temporary trailers are allowed without an LUP. More than three need a CUP and a LUP approved by the ZA and the approval is for 2 years. The new code should not be more restrictive or burdensome than the existing.

17.56 Design Review

This section appears to mimic the current practice of Concept, Design Review and Conformance Review. We appreciate the limitation of conceptual review to one meeting.

17.56.C.2. States that in the event final plans are not in substantial conformance... staff shall refer the matter to the full Design Review Board for additional review. This re-review should be specifically limited to the items not in substantial conformance. Again, what is considered substantial conformance needs to be clarified.

17.56.040 Scope of Review. This section should outline what level of detail is expected to be complete for review at each stage, similar to the application form. In addition, it should outline what DRB may not comment on - including whether the DRB has the authority to review storm water-related items, and other public works-approved items. In some cases DRB may request things contrary to direction given by public works or necessary to comply with state-level regulations.

17.58 Coastal Development - Since this code is not intended to serve as the coastal zoning ordinance in the near-term, until after Coastal Commission review, Review and comment on this section will be deferred to a later date.

17.59 Modifications** This section should be reworked by the City.

Global Comment: Staff indicated to the PC that the 10% number came from the Coastal Commission rules. Staff did not specify that the code could have a separate standard for INLAND areas of the City. A larger % of modification should be independently considered for inland areas if that is indeed the case that the CCC would push back on a number larger than 10%.

17.59.020 Details the limits to granting modifications and is in many cases 10%. The previous code allowed for modifications for up to 20% in some of these criteria and should revert back to those larger allowances for greater flexibility. In addition, specifically for setbacks, 10% of a 10 foot setback is one foot, or a 5 foot setback is even less to the point that they are unusable. In addition, modifications should allow for greater flexibility for development in the setbacks because in many cases, these are reasonable and allow for better design.

17.59.020.H.1 Excludes lot area, width or depth from modification. The City needs to clarify whether this is to apply to creation of new lots only, or whether it applies to existing lots. Examples of instances where this is unreasonable may include minor lot line adjustments between two non-conforming lots. This may also unreasonably limit certain types of beneficial use or good design/development on lots that may not conform to minimum lot area, width or depth.

17.59.040 Required Findings. This section outlines findings for approval from a lot limitation perspective. This should also include positive or beneficial findings such as projects that provide a benefit, are inclusive of new or exciting design features, or somehow use leading-edge technology or other best practices so that modifications can be granted in positive instances in all districts not just residential districts.

17.59.040.C.2. states the ZA must, in residential districts, make the finding that “the change is only intended to increase the habitability and function of the structure” this seems unnecessarily limiting. The change may intend to do one of those things but also have other collateral purposes or benefit.

17.62 Development Agreements

17.62.060 Annual Review. This process appears to be a new one, and should be reconsidered if yearly is appropriate. Additionally, it shouldn't be applicant initiated.

17.62.080.B. Should not reference Land Use Permits if the City eliminates this

17.63 Amendments to Zoning Regulations and Zoning Map

This section is lacking an Application Requirements section as is found in the subsequent GPA section.

The findings do not include that the amendment is consistent with any specific plan. The LCP amendment section does include that verbiage.

17.63.020.A says an amendment can be initiated by a “qualified applicant” or the City Council. Previously, the Director, or Planning Commission could also initiate. City may consider adding these as qualified applicants or initiators.

Initiation of Amendments goes to the City Council for review. Factors considered include 17.63.020.C.2. “the amendment proposed appears to have no material effect on the community or the General Plan.” A change in the zoning of a parcel, or the text of a regulation would change the allowed uses of a property therefore would have a “material effect on the community.” This should be reconsidered.

17.63.040 Public Hearing requires that zoning map and zoning regulation text amendments require at least one public hearing by the PC and one by the City Council before adoption. I believe the current requirement is two readings at the Council. PC makes their recommendation by a *majority* vote.

Question:

Do we like the old findings or new findings. Each have their merits.

NEW: 17.63.050.C.2. PC and CC Findings for an amendment include, “Any change in district boundaries is necessary to achieve the balance of land uses desired by the City, consistent with the General Plan, and to increase the inventory of land within a given district.” Do we want the word necessary or should this be written that the change *aids* the City in achieving the balance.

OLD: three Findings for a Text Amendment or Rezone:

- a. the request is in the interest of the general community welfare
- b. the request is consistent with the Comp Plan, requirements of State planning and Zoning laws, and this article.
- c. The request is consistent with good zoning and planning practices.

17.64 Amendments to the General Plan (GPA)

Similar to Zone Amendments, 17.64.040.A. says that a GPA can be initiated by a “qualified applicant” or the City Council. Previously, the Director, or Planning Commission could also initiate. City may consider adding these as qualified applicants or initiators.

Initiation of GPAs have the same 5 Factors as Zone changes. Same comment about ‘no material effect’ for this section (17.64.040.C.2.) as for 17.63.020.C.2.

17.64.060 Review procedures and public notice. This section should clarify that the review procedures commence after a positive result from the initiation process.

17.64.070 Public hearing again states that only one hearing is required at the PC and one at the CC which is an improvement over the current process which is two readings at the CC.

The findings do not include that the amendment is consistent with any specific plan. The LCP amendment section does include that verbiage.

17.65 Amendments to the Local Coastal Program Review of this section should be deferred until the CCC has reviewed the document and provided their comments. The LCP Amendment process looks much like the Zoning Amendment and GP Amendment processes.

17.65.060.A states that a LCP that is approved by the Council must be prepared and filed with the CC. There should be a codified time limitation so that this filing is within a certain number of days after approval by the CC.

Part 6 General Times

Part VI: General Terms - This section defines the uses that are listed in the use tables at the front of each zone type.

The Second Dwelling Units definition includes a reference to “single-family dwelling” where that is not defined as a housing type.

Residential Care Facilities are defined in part as “~~primarily non-medical~~ care and supervision” however it lists as examples, hospice facilities, convalescent facilities, nursing homes.

17.70 Use Classifications

17.70.020 defines various public/semi-public uses. In the definition for Community Assembly it defines “A facility for public or private meetings, including community centers, banquet centers, religious assembly facilities, civic and private auditoriums, union halls, meeting halls for clubs, and other membership organizations. This classification includes functionally related facilities for the use of members and attendees such as kitchens, multi-purpose rooms, classrooms and storage. It does not include gymnasiums or other sports facilities uses that represent more than 20 percent of overall square footage, convention centers, or facilities, such as day care centers and schools that are separately classified and regulated.

The City should consider that many churches and community assembly buildings provide day care and school uses and be sure that these are provided for and allowed as child care is one of the most expensive financial burdens for families living and working in Goleta.

Park and Recreation Facilities. Parks, playgrounds, recreation facilities, trails, wildlife preserves, and related open spaces, all of which are noncommercial. This classification also includes playing fields, courts, gymnasiums, swimming pools, picnic facilities, tennis courts, golf courses, and botanical gardens, as well as related food concessions or community centers within the facilities.

Automobile/Vehicle Service and Repair, Minor clarifies that “repairs are made or service provided in enclosed bays and no vehicles are stored overnight.” This should be reconsidered to allow for occasional overnight storage of vehicles. It is reasonable to allow that in some circumstances where parts need to be ordered that vehicles may need to remain overnight. As well, service stations do not include this prohibition. This section does not appear to include sales or repair of larger trucks, busses, ambulances, etc.

“Live/Work Units. A unit that combines a work space and incidental residential occupancy occupied and used by a single household in a structure that has been constructed for such use or converted from commercial or industrial use and structurally modified to accommodate residential occupancy and work activity in compliance with the Building regulations. The working space is reserved for and regularly used by one or more occupants of the unit.”

The word incidental may be unnecessary. In addition, it may be that a residence is converted to also have a work space, so the definition should be flexible to allow for the reverse instance or instances where structural modifications are not required/needed. Instead, consider referencing building code.

17.70.070 Accessory Uses This list includes just 6 types of accessory uses. (Animal Keeping, caretaker unit, farmers' stand, home occupation, live entertainment and outdoor vending machines). In general, it seems like there are many accessory uses not listed here, so this may need some kind of catch-all additional language. Additionally, a caretaker unit seems like an accessory structure, not use, and it seems like they're missing some accessory uses like storage or limited retail sales associated with some kind of medical office or personal care business.

17.71 – List of Terms and Definitions

Global comments:

This section lacks any definition of Substantial Conformity or Substantial Conformance where these terms are used in the code in a number of places. This needs to be defined.

This section is in alphabetical order, so a specific code references are not listed in each, instead, the defined term is in bold. Page numbers in the initial pages of this section would be extremely helpful.

Aggrieved Person. Any person who, in person or through a representative, appeared at a public hearing or by other appropriate means before action on a permit, informed the City of his or her concerns about an application for such permit, or who, for good cause, was unable to do either, and who objects to the action taken on such permit and wishes to appeal such action to a higher authority.

Does the underlined portion come from case law or other interpretations? If not, it is the general understanding that you had to show up at a hearing or write a letter to have 'standing' to appeal. The City attorney should weigh in if they haven't already.

Alteration. Any change, addition, or modification that changes the exterior architectural appearance or materials of a structure or object. Alteration includes changes in exterior surfaces, changes in materials, additions, remodels, demolitions, and relocation of buildings or structures, but excludes ordinary maintenance and repairs (see also Maintenance and Repairs).

Importance: the word "alteration" is used as a trigger word for triggering other requirements such as design review. Questions: Is site work or flat work included in 'alteration'? Is seismic retrofit considered a repair and maintenance or an alteration or neither? Staff must add clarification to this.

Maintenance and Repair. The repair or replacement of nonbearing walls, fixtures, wiring, roof, or plumbing that restores the character, scope, size, or design of a structure to its previously existing, authorized, and undamaged condition.

This seems like an improvement over the old definition.

Bicycle parking is defined and the difference between short and long term is defined. For Long-term, it defines long-term as: Bicycle parking that is designed to serve employees, students, residents, commuters, and others who generally stay at a site for four hours or longer.

Importance: Long term bicycle parking is required at a ratio of 1 space per every 5 units for multi-residential and group residential uses, or one space per 20 vehicle spaces where an establishment has 25 or more FTE employees. These “long term” must be near the entrance, and 50% must be covered (inside buildings, under overhangs or awnings, bike lockers, etc.) and all must be secure via enclosed in a locker, fenced, covered, locked or guarded, visible from employee work areas or in some other secure area acceptable by the ZA.

Comment: Full time employees should be used rather than FTE to avoid overburdening of a site with bike parking area(s). 50% covered is too restrictive and it should be noted that biking is an uncovered activity so in the instance it’s raining, the bike is already wet or will be wet from use by an employee riding in the rain.

Use. The purpose for which land or the premises of a building, structure, or facility thereon is designed, arranged, or intended, or for which it is or may be occupied or maintained.

No specific definition occurs in the old code. No comment except to point out a new definition exists, and for comparison with the following:

Accessory Use. A use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same lot as the primary use, and occupies not more than 30 percent of the gross floor area.

Providing a percentage is not needed and may be unintentionally or intentionally too restrictive. For comparison, the old definition is:

ACCESSORY USE: A use that is incidental, related, appropriate and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of the subject lot or adversely affect other properties in the zone. *(Amended by Ord. 3789, 01/09/90)*

Incidental Use. A secondary use of a lot and/or building that is located on the same lot, but is not customarily associated with the primary use.

Comment: This seems like an improvement over the old definition however, the City might consider adding the word necessarily so it reads, “but is not necessarily customarily associated” to allow for new uses or innovations that the code may not be set up to recognize. For comparison, the old definition was:

SECONDARY USE: a) A land use subordinate or accessory to a principal land use. b) When used in reference to residential use in conjunction with commercial and industrial uses in this Article, secondary shall mean two residential bedrooms per one thousand (1,000) square feet of total gross floor area of commercial or industrial development. However, in no event shall the total gross floor area of the residential development exceed the total gross floor area of the commercial or industrial use.

Permitted Use. Any use or structure that is allowed in a zoning district without a requirement for approval of an Administrative Use Permit or Conditional Use Permit, but subject to any restrictions applicable to that zoning district.

Comment: For consideration. No real comment here. No definition exists in the old code.

Primary Use. A primary, principal, or dominant use established, or proposed to be established, on a lot and occupies at least 70 percent of the gross floor area of the tenant space or building.

Comment: Similar to the comment before, a percentage is not needed here and may turn out to be too restrictive or unintentionally prohibitive.

Principal Use. "A use that fulfills a primary or predominant function of an establishment, institution, household, or other entity, and occupies at least 70 percent of the gross floor area."

Same as before. A percentage is not needed here.

Structure Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

Research task: Check against 'awning' whether it matters if they have removed trailers and sidewalks. For comparison, the old definition:

STRUCTURE: Anything constructed or erected, the use of which requires location on the ground excluding trailers and sidewalks.

Also for reference, the new and old definitions of Trailer which are very similar:

Trailer A vehicle with or without motor power, which is designed or used for hauling materials or vehicles, or for human habitation, office, or storage including camper, recreational vehicle, travel trailer, and mobile home, but not including mobile homes on a permanent foundation.

TRAILER: A vehicle with or without motor power which is designed or used for human habitation, office, shops, or storage including camper, travel trailer, and mobile home, but not including mobile homes on a permanent foundation.

Building. Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials.

BUILDING: A structure having a roof supported by columns or walls and intended for shelter, housing or enclosure of any person, animal or chattel. A trailer shall not constitute a building within the meaning of this Article.

Comment: It appears rational that trailers are not considered buildings because they are instead vehicles.

Structure, Primary (Structure, Main). A structure housing the principal use of a site or functioning as the principal use.

Building, Principal. A building in which the principal use of the parcel on which it is located is conducted.

PRINCIPAL STRUCTURE: A structure in which is conducted the principal use of the lot on which it is situated. In any residential, agricultural or estate district, any dwelling shall be deemed to be the principal structure on the lot on which it is situated.

Comment: It seems positive to have removed the second sentence that used to exist with this definition which stated, "in any residential, agricultural, or estate district, any dwelling shall be deemed to be the principal structure on the lot on which it is situated."

Structure, Accessory. A detached subordinate structure, used only as incidental to the main structure on the same lot.

Building, Accessory. A detached building located on the same parcel as the principal building, which is incidental and subordinate to the principal building in terms of both size and use. A building will be considered part of the principal building if connected to it by common roof line or fully enclosed space.

These definitions are shorter than the old code, and could be added to. At a minimum, they should be revised to include 'incidental to the main structure **or use**' on the same lot. Second, if an attached accessory building is considered part of the principal building, we may see problems with square footage calculations. The new definitions do not specify whether they can be used for overnight accommodations, or if they can contain kitchens, etc. This appears to be beneficial as it would appear to allow more freedom of use of accessory buildings and structures.

The old code had the following for comparison:

ACCESSORY AGRICULTURAL BUILDING OR STRUCTURE: An accessory building or structure designed and constructed primarily for use and used in housing farm implements or supplies, hay, grain, poultry, livestock or horticultural products where such buildings or structures are located in agriculturally zoned areas as designated by County zoning ordinances. *(Amended by Ord. 3789, 01/09/90)*

ACCESSORY BUILDING OR STRUCTURE: A building or structure located upon the same building site as the building or use to which it is accessory, the use of which is customarily incidental, appropriate and subordinate to the use of the principal building, or to the principal use of the land. Such buildings or structures shall not contain kitchen or cooking facilities and shall not be used as guest houses, artists studios, or poolhouses/cabanas, unless specifically permitted for such uses, under the pertinent sections of this Article. Except for guest houses, such buildings or structures shall not be used for overnight accommodations. *(Amended by Ord. 4063, 08/18/92)*

APPURTENANT STRUCTURE: A structure that is auxiliary or accessory to another structure or use.

Structure, Temporary. A structure without any foundation or footings, and which is intended to be removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Question for the City: A work trailer or construction office may have a pad or some other means to secure it on the ground to meet manufacturer's recommendations. Should the definition clarify that these are temporary structures?

Carport. An accessible and usable covered space enclosed on not more than two sides, designed, constructed, and maintained for the parking or storage of one or more motor vehicles
Many carports are three-sided and this should allow.

Floor Area – should have a differentiator between gross and net.

Tree. Any live woody or fibrous plant, the branches of which spring from and are supported upon a trunk. See Tree Definitions. And tree definitions do not exist.

Pervious. Any surface or material that allows the passage of water through the material and into the underlying soil.

Should include permeable

Lighting – should be consistent with the discussion and measurements of lighting elsewhere such as sign ordinance.

Fm: Cecilia Brown

To: Chair Schneider and DRB Members

Re: Comments on proposed sign ordinance for March 8th DRB meeting

The city adopted the county's sign ordinance at incorporation and it has served the city well. What is needed is an update to this ordinance not an overhaul that is currently being proposed. The current sign ordinance, I believe, makes the administration of the sign ordinance easier, providing a consistency of sign sizes across various zone districts; the proposed sign ordinance is to change sign allowances by zone districts. Why change what has worked for this community? The proposed way of allocating sign sizes is unproven and its effects on the overall community aesthetic unknown and is contrary to the City's General Plan policies about minimizing use of signs. This ordinance also introduces and allows signs inappropriate for the city (electronic changeable copy signs) and encourages others (pole signs) which have long been discouraged with none being permitted since the city's incorporation. Please consider the effects that signs have on the streetscapes of the city when you review the sign ordinance to ensure that the policies of the General Plan are implemented.

Section 17.41.030 Exempt Signs:

S. Why have on-site site temporary real estate signs in commercial and residential areas have increased in size from what is now currently allowed.

T. Why have subdivisions signs increased in size and number from what is currently allowed?

There is no mention of Old Town in the city's proposed ordinance, even though there is a General Plan Policy VH 4.2 Old Town that indicates that all design shall be consistent with the 3 pages of sign design guidelines in the Old Town Heritage District Architecture and Design Guidelines.

The proposed sign ordinance allows for pole signs. There have been no new pole signs, only re-facing of old sign faces (e.g., the Goodland Hotel) approved since the city incorporated. These signs are relics from the 50s and 60s and no longer have a place on the city's streetscapes where monument signs look better and are not only inconsistent with General Policy VH 1.4 about minimizing structural intrusion into the skyline, but also the *Old Town design guidelines which prohibit pole signs*.

17.41.050 Sign Design Principles

Since, it is proposed that DRB will no longer review individual signs outside of an overall sign plan. Thus, it is critical to have more complete design guidelines, both for applicant to understand the intent of General Plan visual resource policies and how they are implemented and for staff to have standards in reviewing sign applications. However what is proposed is inadequate with barely one page of text. A separate section on sign design guidelines is essential. Good examples from other jurisdictions are provided below.

City of Davis, CA

cityofdavis.org/home/showdocument?id=1781

City of Santa Ana

http://www.ci.santa-ana.ca.us/pba/planning/documents/Chapter_14_-_Signage_Guidelines.pdf

City of Antioch

<http://www.ci.antioch.ca.us/citygov/commdev/planningdivision/docs/Chapter%207%20-%20Sign%20Design%20Guidelines.pdf>

17.41.090 Standards for Specific Sign Types

Missing from this section is the “Menu Board for drive through restaurant” sign in the current ordinance. These kinds of signs are in use in the City and need to be added to the proposed ordinance. Even though there won’t be many drive-through restaurants in the future, staff and the applicants must have standards. Below are some standards from the SB County ordinance 35.38.100e. p. 3-79 to allow DRB to review appropriateness

1. Not to exceed two on-site single face signs
2. Locations limited to adjacent vehicle queuing lane for the service point of the drive-through
3. Free standing menu board shall not exceed eight feet in height as measured from the finished elevation of the vehicle queuing lane.
4. Menu board wall signs shall not exceed the height of the eave of the roof over the wall on which the sign is located
5. Not to exceed 36 square feet total in combined area of both signs unless a sign modification.

17.41.060 General Provisions for All Sign Types

Most contentious and troubling is the introduction of electronic changeable copy signs in the sign ordinance and their being allowed in the quasi-public land uses, (community assembly facilities-- churches and banquet halls (Elks Lodge)), many of which are located in residential neighborhoods. In the NE quadrant of the city where I live, N. Fairview to Cathedral Oaks east, there are 11 of these facilities, most located in the heart of neighborhoods, directly across the street from houses. The electronic changeable copy signs allowed in the sign ordinance will be smaller than the colorful, brightly lighted, and visually distracting LED sign at Earl Warren Showgrounds and allowed to blink, flash, glitter, rotate, oscillate and change every few seconds. This kind of sign will be out of place and incompatible with residential zoning. The only signage in neighborhoods today is the traditionally lighted and static copy signs seen at several churches, so the proposed change will be drastic.

Placement of these signs onto churches in neighborhoods will be wholly inconsistent with a number of General Plan land use policies, dealing with protecting and preserving existing character of neighborhoods. Also, they are inconsistent with General Plan visual resource policies. VH 3.2 Neighborhood Identity states “the unique qualities and character of each neighborhood shall be preserved and strengthened. Electronic changeable copy signs will do the opposite.

Further, these signs are even inconsistent with the zoning ordinance Chapter 17.11 which describes the purpose of these quasi-public land uses as contributing “to the sense of place and quality of life in a residential neighborhood.” These signs won’t achieve that goal. And General Plan Policy VH 3.7 is clear about intent for the city’s signage, (and it affects not only these kinds of signs but all other signs): “The city’s visual character shall be enhanced through the use of restrained and tasteful signage that conveys an orderly and attractive appearance, compliments project design and enhances city image. Excessive signage should be minimized.”

There is nothing restrained about electronic changeable copy signs for they are the most visually intense form of signage due to their potential to display variations in light, color, movement and changeable copy. This is signage maximized, not minimized and has no place in a residential neighborhood.

There are many General Plan policies dealing with visual resource you should be aware of. Policies VH 1.3, VH 1.4, VH 1.5 are about protecting views from various areas and Policy VH 2.1 describes designated scenic corridors (Hollister, Cathedral Oaks, Fairview, Calle Real, The policy is explicit: “Minimize use of signage.” Also, General Plan policy VH 2.3 Development projects along Scenic Corridors indicates that to ensure visual compatibility with the scenic qualities adjacent to the scenic corridors, “minimize use of signage” is one of the practices that shall be used. And General Plan Policy VH 3.7 is clear about intent for the city’s signage, (and it affects not only these kinds of signs but all other signs): “The city’s visual character shall be enhanced through the use of restrained and tasteful signage that conveys an orderly and attractive appearance, compliments project design and enhances city image. Excessive signage should be minimized.”

The visual character of the city is in part derived from the built environment which includes signs. Signs the DRB has reviewed have been designed to “fit” onto the building façade. An electronic changeable copy sign is solely dependent upon the sign face for its message and creativity. They aren’t designed to be compatible or enhance the architecture or work with other signs. They will become the stand-out feature of the building or areas in which they are located, rather than a part of it.

Quasi public land uses can also be located in all zone districts. Therefore these kinds of signs could be located in Old Town which already has two quasi-public land uses on Hollister Ave., a church and a banquet hall. The sign ordinance allows for these signs to be placed on a pole which is inconsistent with The Goleta Heritage District Architectural and Design Guidelines which prohibits pole signs of any size or scale and they would otherwise be inconsistent with the myriad of sign design guidelines in the aforementioned document.

There is nothing restrained about electronic changeable copy signs for they are the most visually intense form of signage due to their potential to display variations in light, color, movement and changeable copy. This is signage maximized, not minimized and has no place in any streetscape in any commercial or residential neighborhood where visual resources of these neighborhoods will be impacted.

Standards to regulate the impacts of electronic changeable copy signs are missing. It is unknown what or whether the standard proposed (Lamberts (FT-L) is sufficient to regulate the light intensity for either day or nighttime when there needs to be adjustments of brightness to surrounding light levels. What are the standards to protect against glare, light trespass on adjacent properties, and what is supposed to happen when the sign malfunctions and what are the hours of operation? Why is the six seconds used as a standard for the changeable copy when a much longer interval might reduce the distractibility? The proposed sign ordinance is silent.

Electronic changeable copy signs will create adverse impacts to community aesthetics, be incompatible with surrounding land uses, change locally recognized values of community appearance, affect views from scenic corridors and alter the character and quality of residential neighborhoods. The impact from these signs is far too great to allow them to be used in quasi-land uses and in any zone district in the City. **RECOMMEND THE ELIMINATION OF ELECTRONIC CHANGEABLE COPY SIGNS FROM THE SIGN ORDINANCE!**

I hope you have had a chance to read the sign ordinance that Carl Schneider has proposed. It is better than what the city is proposing for a number of reasons, below are a few of them:

- It is consistent with General Plan policies; it eliminates pole signs and electronic changeable copy signs;

- Definition section is better, more complete and accurate;

- It has retained many standards from the currently used ordinance, providing a continuity of types and sizes of signs in all zone districts, simplifying the sign ordinance making it easier to understand and review;

- It includes Old Town sign guidelines;

- There is a section on the sign permit application process which lays out all the requirements for a sign application. And a timeline for sign review, so that there is no misunderstanding as to how much time each party, whether applicant, staff or DRB has in the review process; and

- There is a more complete section on material, design, construction and maintenance standards otherwise missing from the city's proposed ordinance.

Wendy Winkler

Subject: FW: Signs Chapter for the Draft Zoning Ordinance
Attachments: Signage Plan-16-01-28.pdf

From: Ken Krutenat [<mailto:Krutenat@iptsb.com>]
Sent: Monday, March 07, 2016 3:32 PM
To: Anne Wells; Mary Chang; Michael Concepcion
Subject: Signs Chapter for the Draft Zoning Ordinance

****Please share below e-mail with the Design Review Board****

To whom it may concern,

IPT is the new owner of the property located at 7230 Hollister avenue. This is the old BEI property which was split and sold as two separate properties. We have done an extensive renovation of the property (thank you for your approvals) to make Goleta our permanent corporate location, which has kept 60 – 80 (and growing) high paying jobs in our area.

IPT is a global defense and aerospace company. As you can tell by our renovation plans presented to the DRB last fall, we have a desire to present a highly technical, modern location to both our clients, OEM partners who visit us frequently, and our employees.

It was recently brought to my attention that because our property was split from the front street property (which is considerably smaller), that we lack significant street frontage which severely limits the street signage we were allowed to display. Even though we have much more property and a much larger building on the back part of the property that our sign options were extremely limited.

It is imperative to us that we have a street sign that matches the character of our building. We are hoping you will allow businesses in our predicament to have a monument sign allowing our customers and visitors to easily find our location. This sign will not be uncharacteristic of other signs in the area for similar companies and will be located on our property at the end of the road accessing our building.

Not to mention, I am sure the Fire Department would appreciate a sign which clearly displays our address in case of emergency.

Thank you for your consideration. Please let me know what can be done to get this type of sign approved for our property. Attached is our drawing from our architect for the sign we would like considered and approved.

Sincerely,
Ken Krutenat

Ken Krutenat
President
Integrated Procurement Technologies

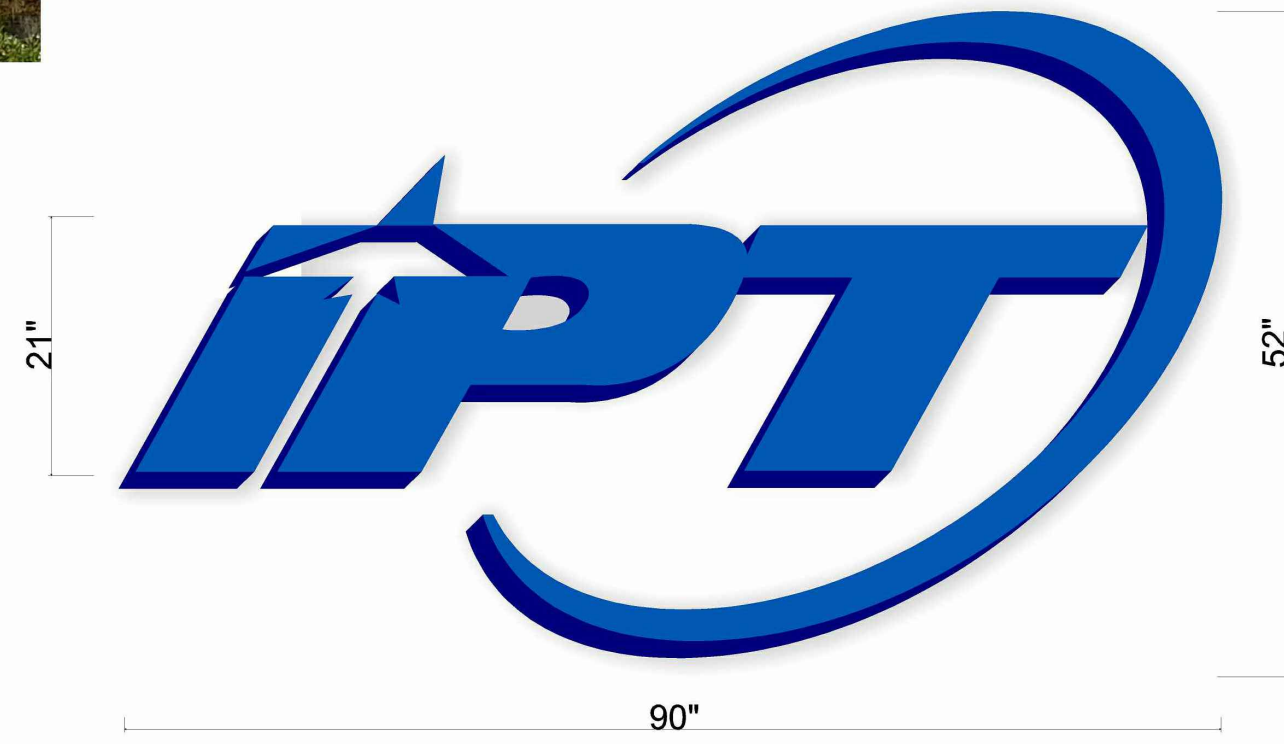


"The Power of Partnership"
IPT - Goleta, CA Facility #05ZJ1
IPT - Dayton, OH Facility #4K0V2

PH - 805-682-0842
Fax - 805-682-9434
E-mail - Kruatenat@iptsb.com
Web - www.iptsb.com



Exterior channel letters with logo. Aluminum construction, with blue painted face and returns (need PMS color match for shade of blue). Reverse lit with LED halo effect. Stud mounted to building in sign band area. Centered on windows.

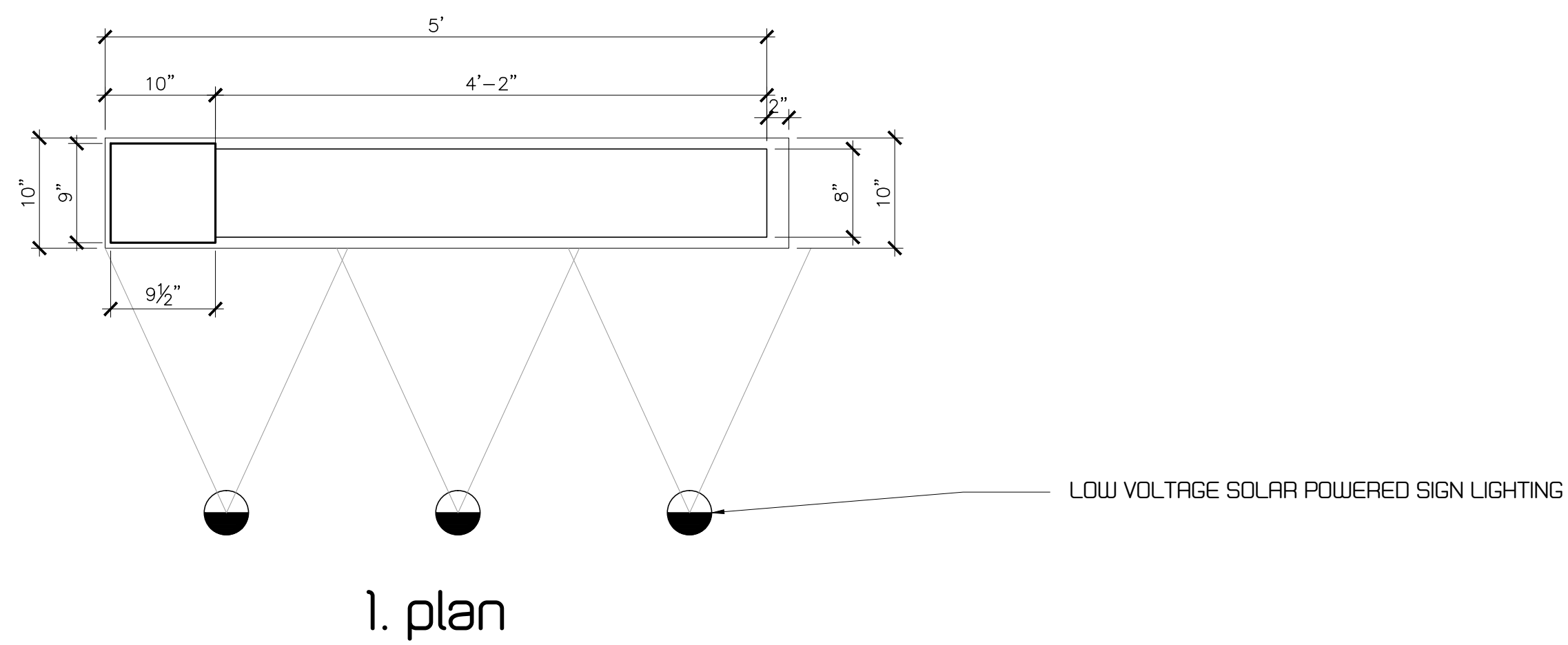
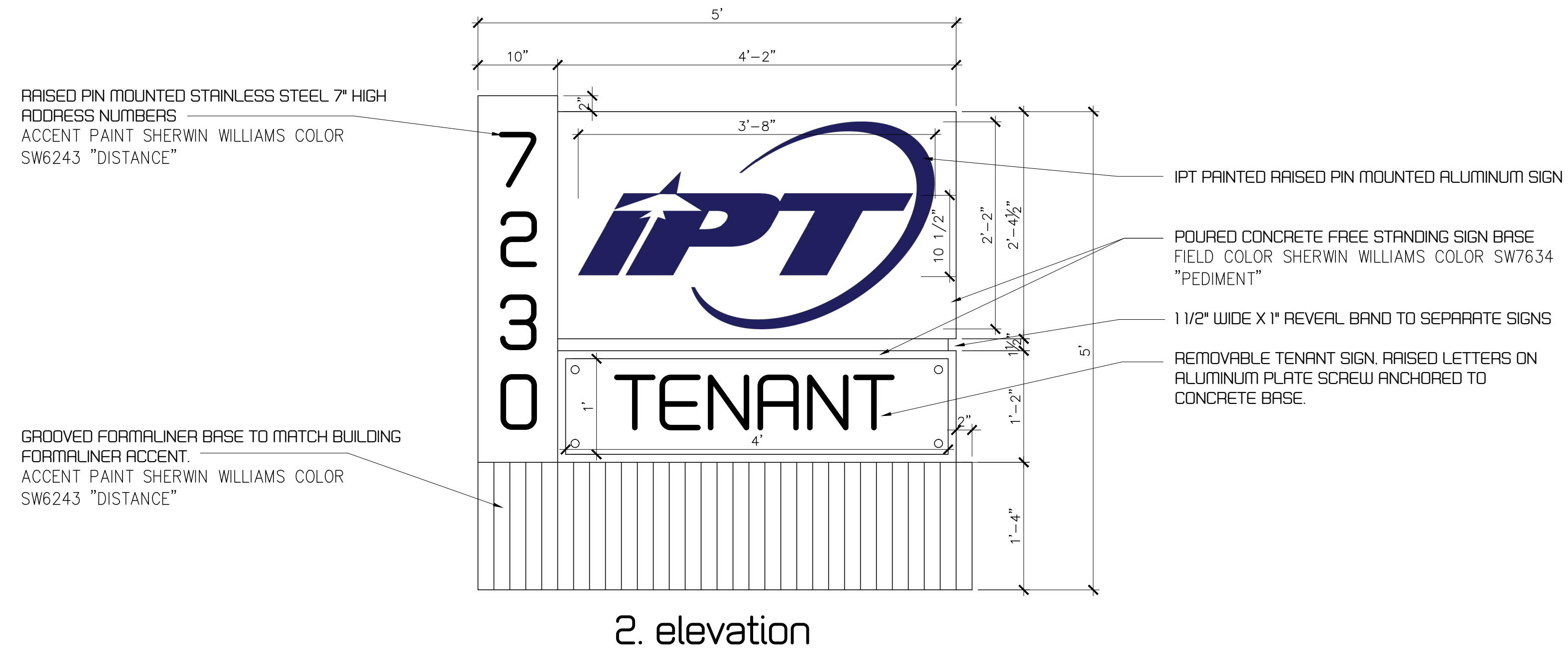


Need PMS color match for blue

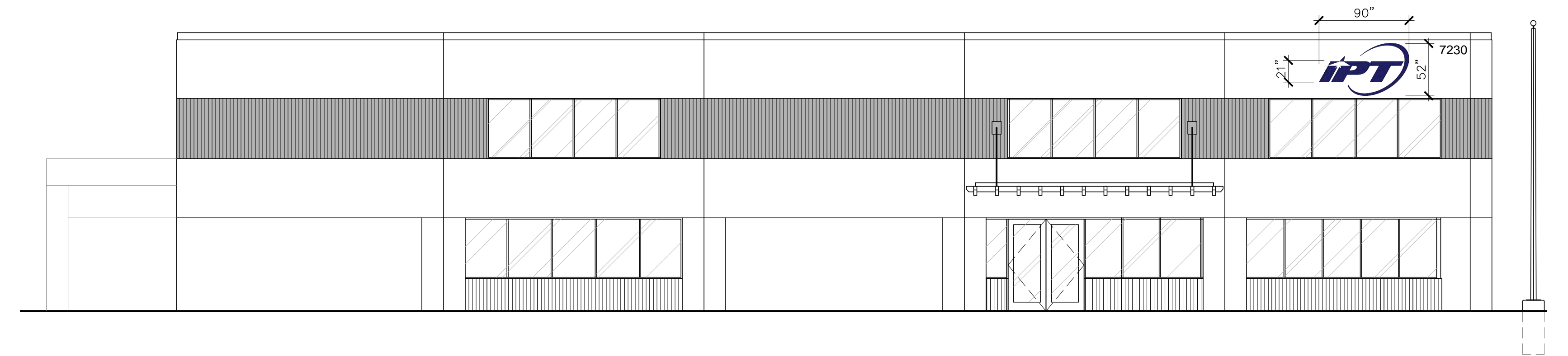


backlit sign at night

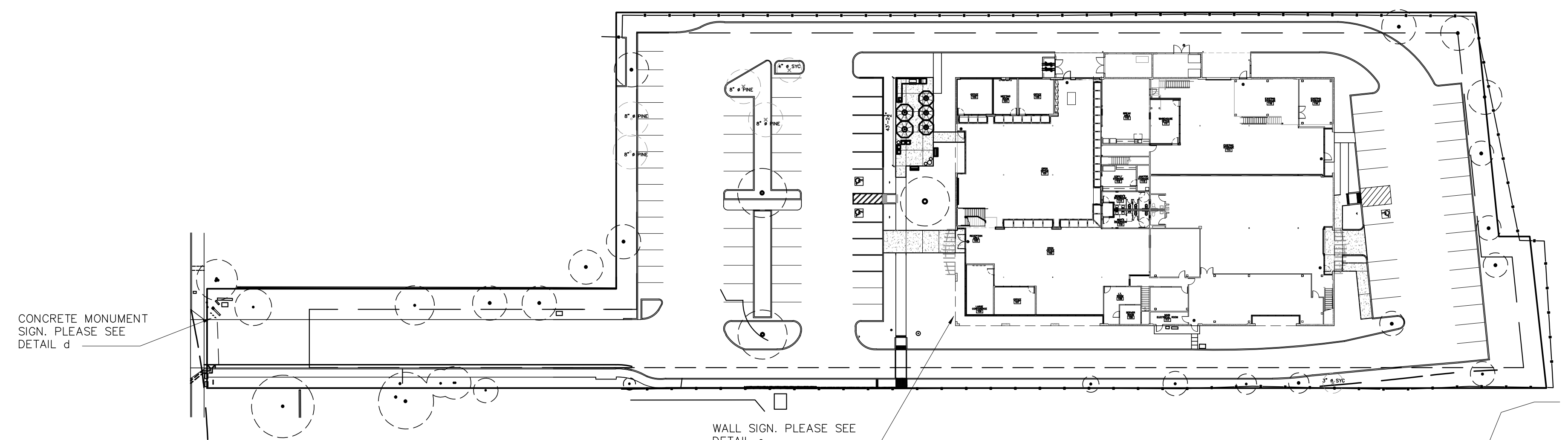
c enlarged wall sign
scale: 1/8" = 1'-0"



d free-standing monument sign
scale: 1" = 1'-0"



b proposed front (south) elevations
scale: 1/8" = 1'-0"



a signage key map
scale: 1" = 40'-0"

Helen Gannon

Subject: RE: Sign - Draft Zoning Ordinance

From: Inaki Villarín [<mailto:ivillarín@pkarchitecture.net>]

Sent: Monday, March 07, 2016 4:11 PM

To: Anne Wells

Cc: Michael Concepcion; Ken Krutenat

Subject: Sign - Draft Zoning Ordinance

To Whom This May Concern,

Please consider amending the sign chapter of the ordinance to allow rear property lots not having any street presence to have a monument or free standing sign at their driveway access flag lot fronting the street to identify that there is a business or a lot in the rear. This is the case for subdivided lots where the Lot split produced a front and a rear lot, with the rear property only having a narrow vehicular driveway entry flag lot to access their site. A specific example is my client's site located at 7230 Hollister which used to be the old BEI building. We have recently updated and improved the look of the building with a newly painted exterior and new landscaping. Due to the depth of the front lot, the building sign and even the address would be difficult to see from the street. Once the added new trees to the site grow to their mature sizes, the signage and address might not even be seen from the street. It is a requirement of the Fire Department to have the address of the building be seen from the street, plus any business would need some presence from the street to tell visitors where they are located. A 5'x5' monument sign on the flag lot of the property would definitely solve this issue. The request being presented is a fair and sensible idea. Please consider this request and please share this with the DRB at tomorrow's meeting for their consideration. There are other lot splits that recently happened with similar issues. Another example is the lot split at 454 S. Patterson Avenue. There are other large lots in Goleta that can be potentially divided which would result in the same scenario. This is not a one-time occurrence and would save time for everyone, to consider this request at this opportune moment. Thank you so much!

Thank you,

Iñaki Villarín

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March 8, 2016

Anne Wells
Advance Planning Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: SBCAG Comments on the City of Goleta Draft Zoning Ordinance

Dear Ms. Wells:

SBCAG staff has reviewed the City of Goleta's draft Zoning Ordinance, with a specific focus on the Airport Environs Overlay District component. Below are preliminary comments concerning consistency of the draft Zoning Ordinance with the adopted 1993 Airport Land Use Plan, with consideration also given to the draft Airport Land Use Compatibility Plan.

Role & Responsibility of ALUC

State law requires SBCAG, as the designated Airport Land Use Commission (ALUC), to develop and implement an airport land use plan for each general purpose airport. SBCAG adopted an Airport Land Use Plan for all of the six airports, with the exception of Cuyama, in the County in 1993. The purpose of the law is "to prevent the creation of new noise and safety problems, and to protect public health, safety, and welfare by ensuring the orderly expansion of airports, and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards..." State Aeronautics Act, Public Utilities Code § 21670(a). As described in the Airport Land Use Plan (ALUP), aircraft overflight exposes individuals in the community to potential hazards associated with aircraft accidents and noise impacts.

State law requires the City of Goleta to refer its new zoning ordinance to the Airport Land Use Commission for a determination of consistency with the adopted 1993 ALUP prior to adoption by the City Council. Public Utilities Code § 21676(b).

As you are aware, SBCAG is working on an update of the 1993 ALUP and completed a draft Airport Land Use Compatibility Plan (ALUCP) in 2012. SBCAG was awarded an Acquisition & Development grant to update the draft ALUCP and complete environmental review of the draft ALUCP in December and will be working on the project over the next year. As part of this work, SBCAG will complete a parcel-level analysis of land use compatibility between the draft ALUCP and the City's General Plan. In updating the 1993 Airport Land Use Plan, SBCAG is required to look to the Caltrans Division of Aeronautics 2011 Guidebook for guidance on the substance of

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the plan. Until such time as the new plan is adopted, the 1993 Airport Land Use Plan remains the adopted standard against which the Airport Land Use Commission determines the consistency of plans and projects upon referral from the local jurisdiction.

Following adoption of the draft ALUCP, State law requires another review of affected local General Plans for consistency with the new ALUCP within 180 days of its adoption. Gov. Code § 65302.3(b)–(c). Within 180 days of the ALUCP's adoption, State law requires that local General Plan be modified to be consistent with the Airport Land Use Compatibility Plan or, alternatively, that the local government provide required notice, adopt findings, and overrule the ALUC's Compatibility Plan by a two-thirds vote of the governing body in accordance with Public Utilities Code Sections 21675.1(d), 21676(b), and 21676.5(a) (Gov. Code §65302.3). If a local agency fails to take either action, then it is required to submit all land use actions involving property located within the AIA to the ALUC for review (Pub. Util. Code §21676.5(a)).

Prior Comments - Summary

SBCAG previously reviewed and provided comments on the Module 2 Base and Overlay Zoning Districts document on July 22, 2014. Our July 22, 2014 letter (attached for your reference) contained a thorough analysis of where the City's draft zoning ordinance would be compatible, conditionally compatible, and incompatible with both the adopted ALUP and the draft ALUCP. Anticipating the adoption of the draft ALUCP and the actions required of the City following its adoption, our comment letter also contained recommendations for changes to the zoning ordinance to make it compatible with the draft ALUCP as well as the adopted 1993 ALUP.

Comments

We have reviewed the draft ordinance, which makes significant changes to the originally proposed Module 2, and updated our analysis and comments in the July 22, 2014 letter. Please note that this analysis is preliminary and addresses only potential areas of consistency affecting the draft Zoning Ordinance, not underlying General Plan land use designations. As noted above, as part of the environmental review of the draft ALUCP, SBCAG intends to complete a detailed, parcel-level analysis of land use compatibility, which will consider General Plan land use designations as well as zoning.

1. The Airport Environs Overlay District map appears to incorporate the 1993 Airport Land Use Plan Airport Influence Area (AIA), Safety Zones (clear zone and approach zone), and land use policies for the Santa Barbara Airport. The attached draft compatibility analysis overlay map and tables identify potential areas of incompatibility between the draft Zoning Ordinance and the adopted 1993 ALUP, based on the SBCAG staff analysis. SBCAG staff met with City staff on February 24 to review this analysis. As we discussed, to ensure compatibility of the Zoning Ordinance with the 1993 Plan, the City should consider appropriate revisions to the draft Zoning Ordinance or Airport Environs Overlay District.

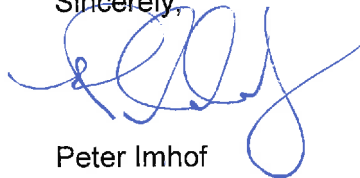
2. As mentioned above, SBCAG staff will be working on finalizing the draft Airport Land Use Compatibility Plan and completing environmental review over the next year. We anticipate working closely with the City of Goleta on this process. To facilitate the process of certification of the City's General Plan with the new Airport Land Use Compatibility Plan, SBCAG staff considers it advisable to address differences between the ALUCP and the draft Zoning Ordinance at this time in advance of ALUCP adoption, especially given the limited 180-time statutory period after adoption to make any necessary changes.

In addition to evaluating consistency with the adopted 1993 ALUP, the attached preliminary compatibility analysis identifies specific potential areas of incompatibility between the draft Zoning Ordinance and the draft ALUCP. SBCAG staff encourages the City to consider appropriate changes to the City's draft Zoning Ordinance and/or airport overlay district to ensure compatibility with the draft ALUCP as well as the 1993 ALUP.

3. Page III-1, Sec. 17.17.030: We recommend that the City add a section or paragraph that describes the process for Airport Land Use Commission review of plans and projects under state law. Public Utilities Code Section 21676(b) requires that, prior to an adoption, approval, or amendment of any General Plan or Specific Plan, or the adoption or approval of a zoning ordinance or building regulation within the Airport Influence Area, that the land use action be referred to the Airport Land Use Commission for a consistency review with the Airport Land Use Plan.

Thank you for the opportunity to review the City's draft Zoning Ordinance and for meeting with us to discuss our comments.

Sincerely,



Peter Imhof
Deputy Executive Director, Planning

cc: File (CP 03-04-19)
Jennifer Carman, City of Goleta

Attachments: July 22, 2014 SBCAG Comment Letter
Preliminary compatibility analysis overlay map and tables



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July 22, 2014

Anne Wells
Advance Planning Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

**Re: SBCAG Comments on the City of Goleta New Zoning Ordinance – Draft Module 2:
Base and Overlay Zoning Districts**

Dear Ms. Wells:

SBCAG staff has reviewed the Draft Module 2: Base and Overlay Zoning Districts document prepared for the City of Goleta's undertaking of its new Zoning Ordinance. Below are preliminary comments concerning consistency with the adopted 1993 Airport Land Use Plan, with consideration also given to the draft 2012 Airport Land Use Compatibility Plan.

Comments

General Comments

State law requires SBCAG, as the designated Airport Land Use Commission (ALUC), to develop and implement an airport land use plan for each general purpose airport. SBCAG adopted an Airport Land Use Plan for all of the six airports in the County in 1993, with the exception of Cuyama. The purpose of the law is "to prevent the creation of new noise and safety problems, and to protect public health, safety, and welfare by ensuring the orderly expansion of airports, and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards..." State Aeronautics Act, Public Utilities Code § 21670(a). As described in the Airport Land Use Plan (ALUP), aircraft overflight exposes individuals in the community to potential hazards associated with aircraft accidents and noise impacts.

State law requires the City of Goleta to refer its new zoning ordinance to the Airport Land Use Commission for a determination of consistency with the adopted ALUP prior to adoption by the City Council. Public Utilities Code § 21676(b).

As mentioned above, the Airport Land Use Plan was adopted by SBCAG in 1993. As you are aware, SBCAG is working on an update of this plan and completed a draft Airport Land Use Compatibility Plan (ALUCP) in 2012. However, the draft 2012 ALUCP cannot be adopted until

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environmental review under the California Environmental Quality Act (CEQA) is complete. SBCAG is currently seeking grant funding to complete environmental review of the draft 2012 ALUCP. Until such time as the new plan is adopted, the 1993 Airport Land Use Plan remains the adopted standard against which the Airport Land Use Commission determines the consistency of plans and projects upon referral from the local jurisdiction. Following adoption of the draft 2012 ALUCP, currently anticipated not earlier than fiscal year 2015-2016, State law requires another review of the Goleta General Plan for consistency with the new ALUCP within 180 days of its adoption. Gov. Code § 65302.3(b) – (c).

Specific Comments

1. Page I-7: The Introduction states that, in addition to base Zoning district standards, Module 2 also contains Overlay Districts, including the Airport Environs Overlay. To facilitate SBCAG's consistency review of the Zoning Ordinance, the Airport Environs Overlay should be consistent with the adopted 1993 ALUP. To the extent that the proposed Zoning Ordinance is also consistent with the draft 2012 ALUCP, it will facilitate SCBAG's eventual consistency review of the Goleta General Plan following adoption of the ALUCP.
2. Pages III-6–III-8, Table 17.18.050 – Land Use Compatibility by Noise Exposure Level: When the City of Goleta refers its new zoning ordinance to SBCAG for review, staff will look to the noise policies contained in the adopted 1993 Airport Land Use Plan and noise contours from the Santa Barbara Airport Aviation Facilities Plan, which in 2008 SBCAG determined was consistent with the 1993 ALUP. Upon initial review of the draft Module 2 Table 17.18.050, there is only one potential component that may be found to be inconsistent.

As noted on page 42 of the Airport Land Use Plan:

Within the boundaries of the 65 CNEL contour as projected in the Airport Land Use Plan

1) Institutional land uses such as schools, hospitals, convalescent homes and other in-patient health care facilities shall not be permitted.

Draft Module 2 Table 17.18.050 classifies the "Colleges and Trade Schools; Schools" and "Hospitals and Clinics; Skilled Nursing Facilities" land use categories as "conditionally compatible" within the 65-70 CNEL dB contour (with the condition that the building structure be capable of attenuating an interior noise level of 45 dB).

The draft 2012 ALUCP indicates that schools, hospitals and medical care facilities are "conditionally compatible" within the 60-65 CNEL dB contour (with the condition being that the building structure be capable of attenuating an interior noise level of 45 dB) and "incompatible" within the 65-70 CNEL dB contour.

Therefore, staff recommends that the "Colleges and Trade Schools; Schools" and "Hospitals and Clinics; Skilled Nursing Facilities" be designated as an incompatible land use within the 65-70 CNEL dB contour, pending adoption of the draft 2012 ALUCP.

3. Page III-8, Table 17.18.050: "Oil and Gas Facilities" and "Utilities" are compatible land uses within all noise contours. Yet, both land uses list conditional criteria "C" as applying to conditionally compatible projects. Since these uses are compatible within all noise contours, they should not be listed as conditionally compatible.
4. Page III-9, Safety Zones: Module 2 proposes to adopt and apply the six Safety Zones from the draft 2012 ALUCP. That is acceptable, and indeed may even be desirable in facilitating eventual consistency review against the 2012 ALUCP. However, because the 1993 ALUP remains the standard of review in the interim, it will be necessary to modify the compatibility table to demonstrate consistency with the 1993 Plan, for example, as recommended below.
5. Pages III-12 & III-13, Table 17.18.060 – Land Use Compatibility – Airport Safety Zones: There are some conditionally compatible land uses listed with no conditional criteria for reference (e.g., "Cemeteries", "Lodging", "Retail Sales", "General Industrial"). Section C2 on page III-11 indicates that "use is compatible if indicated Floor Area Ratio, Lot Coverage, and other listed conditions are met." Table 17.88.060(A) should cross-reference these criteria. If compatibility of these land uses is conditioned on these criteria, then for clarity and ease of use the table should explicitly reference these criteria or so state.
6. Pages III-12 & III-13, Table 17.18.060 – Land Use Compatibility – Airport Safety Zones: When the City of Goleta refers its new zoning ordinance to SBCAG for review, staff will look to the land use compatibility policies contained in the adopted 1993 Airport Land Use Plan, specifically those listed in Table 4-1. Upon initial review of the draft Module 2 Table 17.18.060(C), there are a number of potential components that may be found to be inconsistent. Staff also conducted a review of the zoning ordinance land use designations (as shown in Table 17.18.060(C)) with those listed in the draft 2012 Airport Land Use Compatibility Plan. A summary of the analysis is presented in the table below. The proposed ordinance should be revised as recommended below so that the compatibility of all land uses is consistent with at minimum the adopted 1993 Plan. (Where possible, they should be made compatible with the draft 2012 Plan as well.)

For reference, Table 4-1 from the 1993 Airport Land Use Plan is included as Attachment A, Table III-4 from the Draft Airport Land Use Compatibility Plan is included as Attachment B, and a map illustrating an overlay of the safety zones from the adopted Airport Land Use Plan with the safety zones from the Draft Airport Land Use Compatibility Plan (2012) is included as Attachment C. It is important to note that the City of Goleta is proposing to "adopt" the safety zones as shown in the draft 2012 Airport Land Use Compatibility Plan (see page III-9). That is not inherently problematic, provided that SBCAG is also able to evaluate consistency of the new zoning ordinance with the adopted 1993 ALUP. Please note that, as shown in Attachment C:

- The clear zone boundary from the 1993 Airport Land Use Plan and the Safety Zone 1 boundary from the draft 2012 Airport Land Use Compatibility Plan are coterminous;
- Safety Zone 2 (from the draft 2012 ALUCP) is located entirely within the approach zone (1993 ALUP).
- Portions of Safety Zones 3 and 4 (draft 2012 ALUCP) are located within the approach zone (1993 ALUP).

Potential Land Use Compatibility Findings – New Goleta Zoning Ordinance

Land Uses & Compatibility			Potential Consistency Findings
Goleta Zoning Ordinance ^a	Adopted Airport Land Use Plan (1993) ^b	Draft Airport Land Use Compatibility Plan (2012) ^c	
<i>Livestock Uses</i> – Conditionally compatible in Safety Zone 1	<i>Livestock farming, animal breeding</i> – Incompatible in clear zone	<i>Agricultural Buildings: barns, feed lots, stockyards, riding stables</i> – Incompatible in Safety Zone 1	Inconsistent with 1993 ALUP Inconsistent with draft 2012 ALUCP
<i>Park and Recreation Facilities</i> – Compatible in Safety Zones 2, 3, and 4	<i>Playgrounds, neighborhood parks, camps</i> – Incompatible in approach zone	<i>Non-Group Recreation: golf courses, tennis courts, parks, camp grounds, and picnic areas</i> – Compatible in Safety Zones 2, 3, and 4	Inconsistent with 1993 ALUP to the extent Safety Zones 2, 3 and 4 overlap with the Approach Zone. Consistent with draft 2012 ALUCP
<i>Cemeteries</i> – Conditionally compatible in Safety Zones 2, 3, and 4	<i>Cemeteries</i> – Incompatible in approach zone	<i>Cemeteries</i> – Conditionally compatible in Safety Zones 2 and 3, compatible in Zone 4	Inconsistent with 1993 ALUP to the extent Safety Zones 2, 3 and 4 overlap with the Approach Zone. Consistent with draft 2012 ALUCP
<i>Multiple Unit Dwelling; Group Residential; Mobile Home Parks; Residential Care Facility; Transitional Housing; Live/Work Units</i> – Conditionally compatible in Safety Zones 3 and 4	<i>Multi-family dwelling; Mobile home parks or courts</i> – Incompatible in approach zone within one mile of runway end	<i>Residential</i> – Compatibility based on d.u. / acre, up to 20 d.u. / acre allowed in Zone 3 and 25 d.u. / acre allowed in Zone 4 on the condition that open land criteria is retained	Inconsistent with 1993 ALUP to the extent Safety Zones 2, 3 and 4 overlap with the Approach Zone. Consistent with draft 2012 ALUCP
<i>Lodging</i> – Conditionally compatible in Safety Zones 2, 3, and 4	<i>Transient lodging, hotels, motels</i> – Incompatible in approach zone within one mile of runway end	<i>Hotels, Motels (except conference/ assembly facilities)</i> – Conditionally compatible in Safety Zones 2, 3, and 4	Inconsistent with 1993 ALUP to the extent Safety Zones 2, 3 and 4 overlap with the Approach Zone. Consistent with draft 2012 ALUCP

Land Uses & Compatibility			Potential Consistency Findings
Goleta Zoning Ordinance ^a	Adopted Airport Land Use Plan (1993) ^b	Draft Airport Land Use Compatibility Plan (2012) ^c	
<i>Hospitals and Clinics; Skilled Nursing Facilities</i> – Compatible in Safety Zone 5	<i>Public Services</i> – No overlap of clear or approach zone with Safety Zone 5	<i>Hospitals, Health Care Centers, Mental Hospitals, Other Medical Facilities</i> – Incompatible in Safety Zone 5	Consistent with 1993 ALUP Inconsistent with draft 2012 ALUCP
<i>Retail Sales: Convenience Retail, General Retail</i> – Conditionally compatible in Safety Zones 2, 3, and 4	<i>General Merchandise-retail and Other retail trade</i> – Incompatible within one mile of runway end	<i>Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade; Retail Stores w/ no eating/drinking establishments</i> – Conditionally compatible in Safety Zones 2, 3, and 4	Inconsistent with 1993 ALUP Consistent with draft 2012 ALUCP
<i>Eating/Drinking Establishments</i> – Conditionally compatible in Safety Zones 3 and 4	<i>Eating and drinking</i> – Incompatible within one mile of runway end	<i>Large (>300 people), Mid-Size (50-299 people) & Small (<50 people) Eating/Drinking Establishments in free-standing building</i> – Conditionally compatible in Safety Zones 3 and 4	Inconsistent with 1993 ALUP Consistent with draft 2012 ALUCP
<i>Oil and Gas Facilities</i> – Conditionally compatible in Safety Zones 3 and 4	<i>Petroleum refining and related industries</i> – Incompatible in approach zone	<i>Processing and Above Ground Storage of Bulk Quantities of Highly Hazardous Materials (tank capacity >60,000 gallons); oil refineries</i> – Incompatible in Safety Zones 3 and 4	Inconsistent with 1993 ALUP Inconsistent with draft 2012 ALUCP

^a Source: Table 17.18.060(C) – Land Use Compatibility-Airport Safety Zones, Draft Module 2: Base and Overlay Zoning Districts.
^b Source: Table 4-1 – Land Use Guidelines for Safety Compatibility, SBCAG Airport Land Use Plan, 1993.
^c Source: Table III-4 – Urban Safety Compatibility Criteria, Draft Santa Barbara County Airport Land Use Compatibility Plan.

Based on the potential findings listed above, City staff and the consultant should consider the following potential revisions to Table 17.18.060(C).

7. In order to remain consistent with the draft 2012 Airport Land Use Compatibility Plan:

- o Show "Livestock Uses" as an Incompatible land use in Safety Zone 1.
- o Show "Hospitals and Clinics; Skilled Nursing Facilities" as an Incompatible land use in Safety Zone 5. It is worth noting that nearly all of Zone 5 is located on the Santa Barbara Airport property, with one exception being a small portion of the property owned by the Goleta Sanitary District just south of Fowler Road.
- o Show "Oil and Gas Facilities" as an Incompatible land use in Safety Zones 3 and 4.

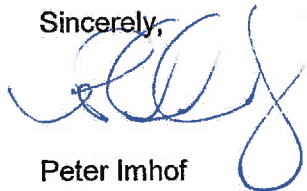
8. In order to remain consistent with the adopted Airport Land Use Plan:

- o Show "Livestock Uses" as an Incompatible land use in Safety Zone 1.
- o Modify the table in the interim (until the draft 2012 ALUCP is approved and the City of Goleta amends its General Plan accordingly) to show "Park and Recreation Facilities" and "Cemeteries" as Incompatible land uses in Safety Zones 2, 3, and 4 within the "1993 Airport Land Use Plan Approach Zone boundary." At such time as the draft 2012 ALUCP is adopted, the City could delete this additional restriction and still be compatible with the 2012 ALUCP.
- o Modify the table in the interim (until the draft 2012 ALUCP is approved and the City of Goleta amends its General Plan accordingly) to show "Lodging" and "Retail Sales: Convenience Retail, General Retail" as Incompatible land uses in Safety Zone 3 within the "1993 Airport Land Use Plan Approach Zone Boundary." Also, modify the table to show "Lodging" and "Retail Sales: Convenience Retail, General Retail" as incompatible land uses in Safety Zones 2 and 4 within "**both** the 1993 Airport Land Use Plan Approach Zone Boundary **and** within one mile of the runway." At such time as the draft 2012 ALUCP is adopted, the City could delete this additional restriction and still be compatible with the 2012 ALUCP.
- o Modify the table in the interim (until the draft ALUCP is approved and the City of Goleta amends its General Plan accordingly) to show "Eating/Drinking Establishments" as an Incompatible land use in Safety Zones 3 within the "1993 Airport Land Use Plan Approach Zone boundary." Also, modify the table to show "Eating/Drinking Establishments" as an Incompatible land use in Safety Zone 4 within "**both** the 1993 Airport Land Use Plan Approach Zone Boundary and within one mile of the runway." At such time as the draft 2012 ALUCP is adopted, the City could delete this additional restriction and still be compatible with the 2012 ALUCP.
- o Show "Oil and Gas Facilities" as an Incompatible land use in Safety Zones 3 and 4.

Given the complexity of the interface between the City's proposed ordinance and the adopted 1993 ALUP and draft 2012 ALUCP, we expect it may be helpful for SBCAG staff to meet with City planning staff to discuss these comments. Please contact me at 961-8010 or Andrew Orfila at 961-8907 to arrange a convenient time to meet.

Thank you for the opportunity to review the City's new zoning ordinance and for considering SBCAG's comments.

Sincerely,



Peter Imhof
Deputy Director, Planning

cc: File (CP 03-04-19)
Jennifer Carman, City of Goleta

Attachments:

- A. Land Use Guidelines for Safety Compatibility (Table 4-1 – SBCAG Airport Land Use Plan)
- B. Urban Safety Compatibility Criteria (Table III-4 – Draft Airport Land Use Compatibility Plan)
- C. Map Overlay of Safety Zones From Adopted Airport Land Use Plan (1993) With Safety Zones From Draft Airport Land Use Compatibility Plan (2012)

TABLE 4-1

LAND USE GUIDELINES FOR SAFETY COMPATIBILITY ONLY
(Noise Compatibility may Vary Within Each Safety Area)

LAND USE CATEGORY	COMPATIBILITY WITH SAFETY AREAS		
	1 (Clear Zone)	2 (Approach Zone)	3 (General Traffic Pattern Area)
RESIDENTIAL			
Single Family	No	Yes 1	Yes
Multi-family dwelling	No	No 2	Yes 3
Mobile home pars or courts	No	No 2	Yes 3
Transient lodging, hotels, motels	No	No 2	Yes 3
INDUSTRIAL/MANUFACTURING			
Chemicals and allied products	No	No	Yes 3
Petroleum refining & related industries	No	No	Yes 3
Rubber and misc. plastic	No	No	Yes 3
Misc. manufacturing	No	Yes 3	Yes 3
Warehouse, storage, of non-flammables	No 6	Yes 3	Yes
TRANSPORTATION, COMMUNICATIONS AND UTILITIES			
Railroad, rapid rail transit	No 6	Yes	Yes
Highway and street	No 6	Yes	Yes
Auto parking lots	No 6	Yes	Yes 3
Utilities	Yes 4	Yes	Yes

RESIDENTIAL			
Other trans, comm, and util.	No 6	Yes	Yes 3
COMMERCIAL/RETAIL TRADE			
Wholesale Trade	No 6	Yes 3	Yes 3
Building materials-retail	No 6	Yes 3	Yes 3
General merchandise-retail	No	No 2	Yes 3
Food-retail	No	No 2	Yes 3
Automotive	No	Yes 3	Yes 3
Eating and drinking	No	No 2	Yes 3
Other retail trade	No	No 2	Yes 3
PERSONAL AND BUSINESS SERVICES	No	Yes 3	Yes 3
PUBLIC AND QUASI-PUBLIC SERVICES			
Cemeteries	No	No	Yes 3
Other public and quasi-public services	No	No	Yes 3
OUTDOOR RECREATION			
Playgrounds, neighborhood parks, camps	No	No	Yes 3
Nature exhibits	No	Yes 3	Yes 3
Spectator sports incl. arenas	No	No	Yes 3
Golf course, riding stables	No	Yes 3, 5	Yes 3, 5
Auditoriums, concert halls	No	No	Yes 3
Outdoor amphitheatres, music shells	No	No	Yes 3

RESIDENTIAL**RESOURCE PRODUCTION, EXTRACTION,
AND OPEN SPACE**

Agriculture (except livestock)	Yes	Yes	Yes
Livestock farming, animal breeding	No	Yes	Yes
Forestry activities and related services	No	Yes	Yes
Mining activities	No	Yes	Yes
Permanent open space	Yes	Yes	Yes
Water areas	Yes	Yes	Yes

1. Single family residential is a compatible land use within the approach zone only if the population density is less than two single family residences per acre within one mile of the runway end.
2. Use not compatible in approach zone within one mile of the runway end. Use subject to ALUC review if more than one mile from the runway end.
3. Uses subject to ALUC review if they result in large concentrations of people underneath downwind and base leges or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee will provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.
4. No above grade transmission lines, no on or above grade gas or oil pipelines.
5. Equestrian activity, including riding trails, is not compatible with areas overflowed by low flying aircraft as horses may be frightened by aircraft.
6. Intensive development in the clear zone is prohibited. All specific development plans must be reviewed by the ALUC to assure that temporary or permanent concentrations of people greater than 25 people per acre are avoided, that storage of concentrations of hazardous materials will not occur, and that the local public safety agency will be able to effectively provide emergency services to the parcel.

Table III-4

Urban Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses • Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential Development	0	60	100	100	150	No limit	
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential Development ²	n/a	75-90	150-200	150-200	225-300	No limit	
Maximum Lot Coverage (Bldg footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Residential Uses							
Residential, 0, ≤4.0 d.u./acre	I	CC	C	C	CC	C	2, 5: Portions of parcel including accessory buildings can be in Zone 2 or 5, but dwelling must be outside these zones
Residential, >4.0, ≤8.0 d.u./acre	I	I	CC	CC	I	C	3, 4: 10% of site must meet "open land" criteria; maximum allowable density in any single acre limited to 20.0 d.u./ac. in Zone 3, 25.0 d.u./ac. in Zone 4
Residential, >8.0, ≤13.0 d.u./acre	I	I	CC	CC	I	C	3, 4: 15% of site must meet "open land" criteria; maximum allowable density in any single acre limited to 20.0 d.u./ac. in Zone 3, 25.0 d.u./ac. in Zone 4
Residential, >13.0, ≤16.0 d.u./acre	I	I	CC	CC	I	C	3, 4: 15% of site must meet "open land" criteria; this density permitted only on sites or parts of sites located within 0.25 mile of a 4-lane divided highway, golf course, or other public land qualifying as "open land;" utility lines on site and along perimeter must be underground or placed underground in conjunction with project; maximum allowable density in any single acre limited to 20.0 d.u./ac. in Zone 3, 25.0 d.u./ac. in Zone 4
Residential, >16.0 d.u./acre, ≤20.0 d.u./acre	I	I	I	CC	I	C	4: Same conditions as for >13.0, ≤16.0 d.u./acre residential land use category
Residential, >20.0 d.u./acre	I	I	I	I	I	C	
Assembly Facilities (≥50 people)							
Indoor Major Assembly Room (capacity ≥1,000 people): major sports arenas, concert halls	I	I	I	I	I	CC	6: Enhanced exiting capabilities required
Outdoor Major Assembly Facility (capacity ≥1,000 people): amphitheatres, stadiums, race tracks, fairgrounds, zoos	I	I	I	I	I	CC	6: No fixed seating with capacity ≥1,000 people; 1 additional exit/1,000 people in enclosed areas
Indoor Large Assembly Room (capacity 300 to 999 people): sports arenas, theaters, auditoriums, assembly halls	I	I	CC	CC	I	C	
Outdoor Large Assembly Facility (capacity 300 to 999 people)	I	I	I	CC	I	C	4: No fixed seating with capacity ≥300 people; 1 additional exit required in enclosed areas

Table III-4 Continued

Urban Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	60	100	100	150	No limit	<ul style="list-style-type: none"> Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development?	n/a	75-90	150-200	150-200	225-300	No limit	
Maximum Lot Coverage (Bldg footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Indoor Small Assembly Room (capacity 50 to 299 people): meeting rooms, dining halls, dance studios, places of worship	I	CC	CC	CC	CC	C	
Outdoor Small Assembly Facility (capacity 50 to 299 people): community swimming pools, group camps	I	I	CC	CC	I	C	3: No fixed seating with capacity ≥240 people
Office, Commercial, Service, and Lodging Uses							
Large Eating/Drinking Establishments in free-standing building (capacity ≥300 people)	I	I	CC	CC	I	C	
Small Eating/Drinking Establishments in free-standing building (capacity <50 people)	I	CC	CC	CC	CC	C	2: Building size limited to 3,000 s.f.
Community/Neighborhood Shopping Centers <300,000 s.f. with mixture of uses including eating/drinking establishments; Regional Shopping Centers ≥300,000 s.f. with mixture of uses including eating/drinking establishments	I	CC	CC	CC	CC	C	2: Max. 3,000 s.f. devoted to eating/drinking uses 2, 5: No space with capacity ≥300 people; auto parking preferred
Hotels, Motels (except conference/ assembly facilities); Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards; Mid-Size Eating/Drinking Establishments in free-standing bldg (capacity 50 to 299 people); Office Buildings: professional services, doctors, financial, civic; Retail Stores (stand-alone buildings <25,000 s.f.) no eating/drinking establishments;	I	CC	CC	CC	CC	C	
Low-Hazard Storage: mini-storage, greenhouses	I	C	C	C	C	C	
Misc. Service Uses: car washes, barbers, animal kennels, print shops	I	CC	C	C	C	C	
Bed & Breakfast Establishments	I	CC	CC	CC	CC	C	2: Maximum 5 rooms
Industrial, Manufacturing, and Warehouse Uses							
Processing and Above Ground Storage of Bulk Quantities of Highly Hazardous Materials (tank capacity >60,000 gallons): oil refineries, chemical plants	I	I	I	I	I	CC	6: Must comply with all federal, State, and local standards; permitting agencies shall evaluate need for special measures to minimize hazards if facility struck by aircraft

Table III-4 Continued

Urban Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	60	100	100	150	No limit	<ul style="list-style-type: none"> Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development ²	n/a	75-90	150-200	150-200	225-300	No limit	
Maximum Lot Coverage (Bldg footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Auto, Aircraft, Marine Repair Services; Gas Stations, Repair Garages; Warehouses, Distribution Facilities	I	C	C	C	C	C	
Manufacturing; Research & Development	I	CC	CC	CC	CC	C	
Industrial Outdoor Storage, except hazardous uses: public works yards, auto wrecking yards	CC	C	C	C	C	C	1: No habitable structures (e.g., offices); no development in Object Free Area **
Educational and Institutional Uses							
Colleges and Universities	I	I	CC	CC	I	C	3, 4: Evaluate individual component uses
Children Schools, K – 12 Day Care Centers (>14 children)	I	I	CC	CC	I	C	3, 4: No new school sites or land acquisition; bldg replacement/expansion allowed for existing schools if required by State law; expansion limited to ≤50 students
Family Day Care Homes (≤14 children)	I	I	CC	CC	I	C	3, 4: Allowed only in existing residential areas
Hospitals, Health Care Centers, Mental Hospitals, Other Medical Facilities (except doctors offices)	I	I	CC	CC	I	C	3, 4: No new sites or land acquisition
Congregate Care Facilities (>5 clients): nursing homes, assisted living facilities	I	I	CC	CC	I	C	
Public Emergency Services Facilities: police stations (except jails), fire stations	I	I	CC	CC	C	C	3 - 4: Allowed only if site outside zone would not serve intended public function consistent with statutory requirements
Public Inmate Facilities: prisons, reformatories	I	I	CC	CC	I	C	3, 4: No new sites or land acquisition; building replacement/expansion allowed for existing facilities if required by State law
Transportation, Communication, and Utilities							
Airport Terminals; Automobile Parking Structures; Cell Phone Towers; Small Transportation Hubs: bus stops; Truck Terminals; Truck Storage; Wind Turbines	I	C	C	C	C	C	

Table III-4 Continued

Urban Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	60	100	100	150	No limit	<ul style="list-style-type: none"> Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development ²	n/a	75-90	150-200	150-200	225-300	No limit	
Maximum Lot Coverage (Bldg footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Transportation Terminals: rail, bus, marine	I	I	C	C	CC	C	5: Allowed only if associated with airport access
Aircraft Storage; Automobile Parking Surface Lots; Street, Highway Rights-of-Way; Railroads; Public Transit Lines	CC	C	C	C	C	C	1: Not allowed in Object Free Area **
Power Plants	I	I	CC	CC	I	CC	3, 4, 6: No new sites or land acquisition; modification, replacement, expansion of facilities on existing sites allowed 6: Peaker plants allowed
Electrical Substations	I	I	C	C	I	C	
Emergency Communications Facilities	I	CC	CC	CC	CC	CC	2 - 6: No new sites or land acquisition; modification, replacement, expansion of facilities on existing sites allowed
Agricultural and Other Uses							
Agricultural Lands: pasture, rangelands, field crops, grain crops, dry farming, vineyards; Non-Group Recreation: golf courses, tennis courts, parks, camp grounds, picnic areas	CC	C	C	C	C	C	1: Not allowed in Object Free Area **
Agricultural Buildings: barns, feed lots, stockyards, riding stables; Sanitary Landfills; Wastewater Treatment and Disposal Facilities; Wooded Areas: forests, tree farms, orchards;	I	C	C	C	C	C	
Lands with Low or No Vegetation: brush lands, deserts, beaches, flood hazard areas	CC	C	C	C	C	C	1: Subject to FAA standards (in accordance with FAA AC 150/5300-13)
Water: rivers, creeks, canals, wetlands, bays, lakes, reservoirs	CC	C	C	C	C	C	1: Not allowed in Runway Safety Area **
Cemeteries; Marinas; Memorial Parks	I	CC	CC	C	C	C	2, 3: No group activities exceeding usage intensity limits
Large Group Recreation: team athletic fields	I	I	CC	C	I	C	3: Allowed only in existing residential areas
Shooting Ranges	I	I	C	C	I	C	

Table III-4 Continued

Urban Safety Compatibility Criteria

Land Use	Acceptability	Interpretation/Comments
C	<i>Compatible</i>	Use is compatible if the basic criteria are met; no additional safety criteria apply (noise, airspace protection, and/or overflight limitations may apply).
CC	<i>Conditionally Compatible</i>	Use is compatible if additional conditionals are met; additionally, the following condition applies to the indicated land uses and safety zones: A – This land use is compatible in Safety Zone 2 only if risk reduction features are incorporated into the design of the structure in accordance with Note 2, Risk Reduction Design Features, below. To the maximum extent that the site permits, buildings associated with this use should be situated outside of Safety Zone 2 and the Safety Zone 2 portion devoted primarily to automobile parking, circulation, landscaping, or other low-intensity functions.
I	<i>Incompatible</i>	Use is not compatible under any circumstances.

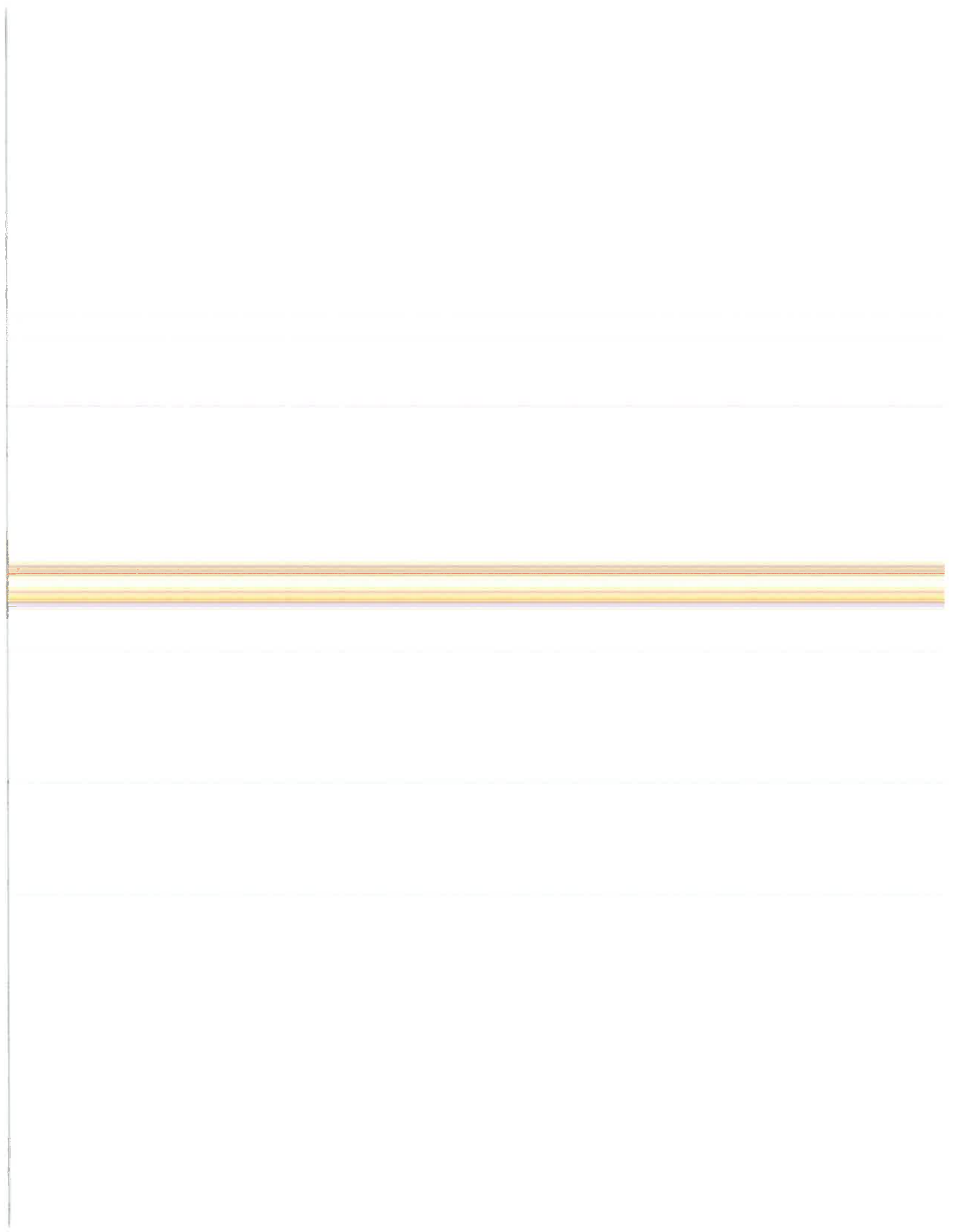
Notes:

d.u. = dwelling units

s.f. = square feet

** **Runway Safety Area (RSA), Object Free Area (OFA):** Dimensions are as established by FAA airport design standards for the runway.

2 **Risk Reduction Design Features:** Increased intensities are permitted for nonresidential developments that incorporate specified risk reduction design features and enhance safety for building occupants.



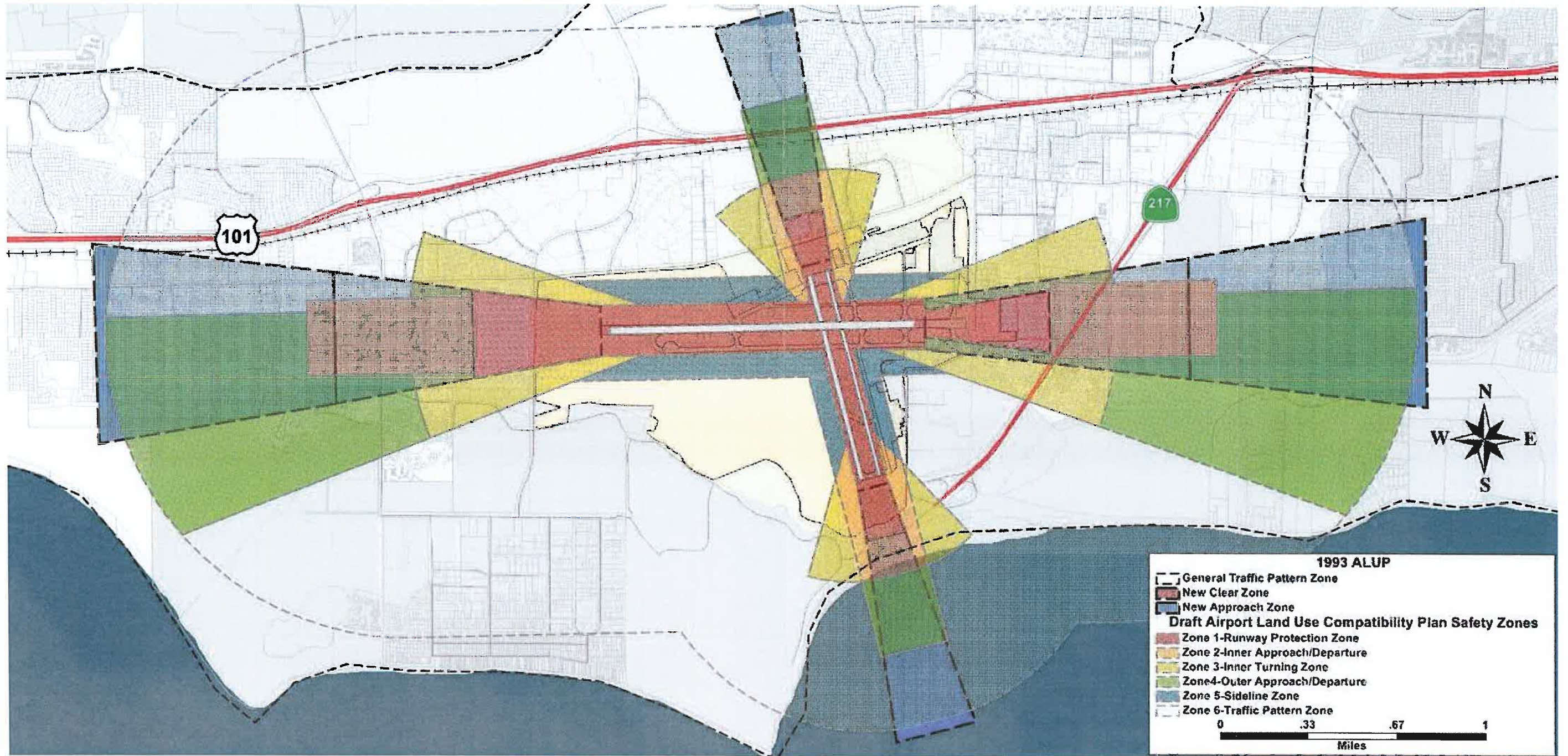
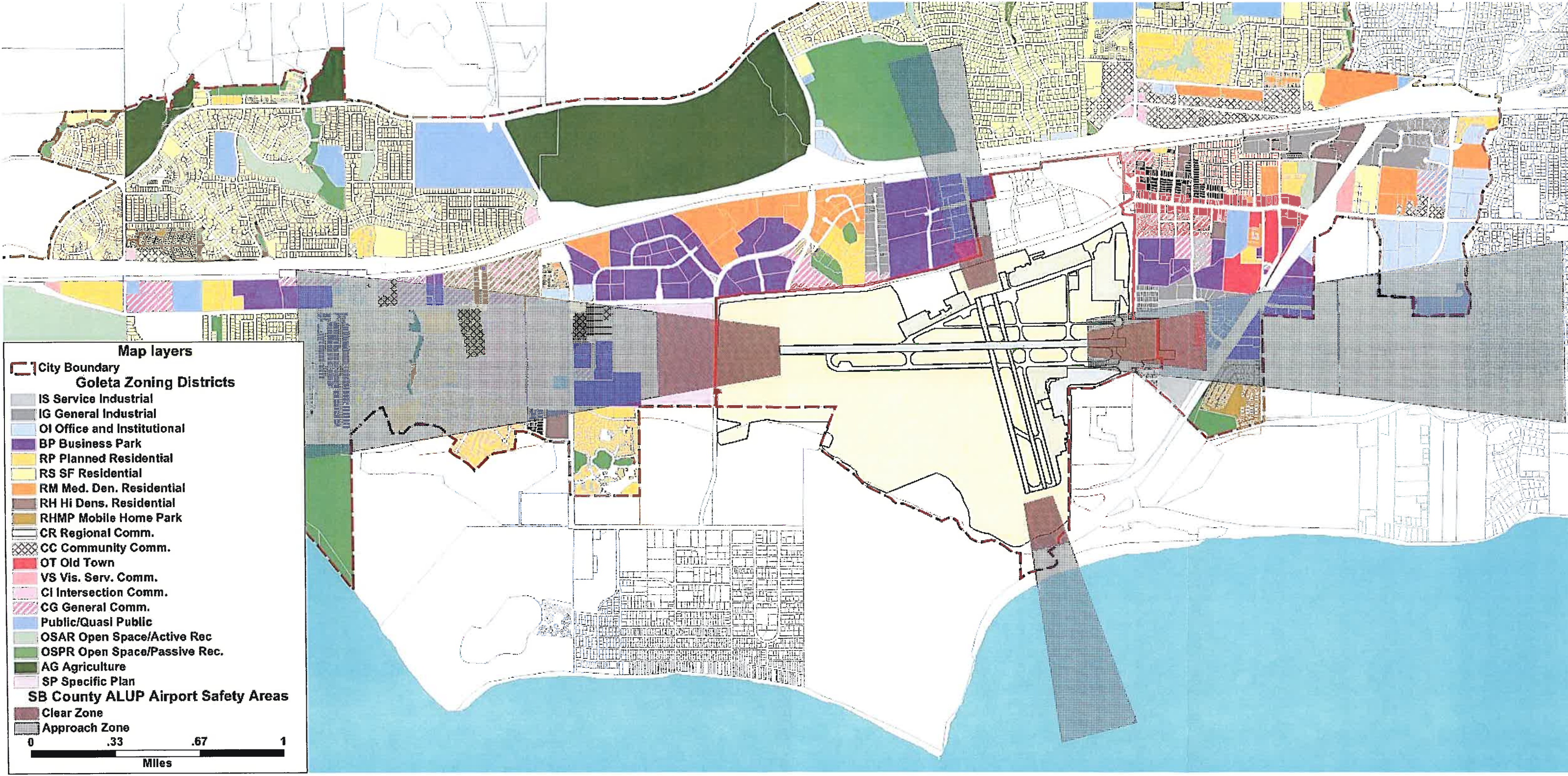


Figure 7b

Overlay of Safety Zones From Adopted Airport Land Use Plan (1993) With Safety Zones from Airport Land Use Compatibility Plan (Draft 2012)

Potential Areas of Incompatibility - Draft Zoning Ordinance and 1993 ALUP

Zoning Ord. Table #	Zoning Districts	Allowable Uses in Zoning Ordinance	Uses in 1993 ALUP and Areas of Incompatibility
17.07.020	RMHP, RH, RP, RS	Public and Semi-Public Uses	Playgrounds, neighborhood parks, camps and other public services not allowed in Approach Zone
17.08.020	CC, CG, CR, BP, OI	Public and Semi-Public Uses	Public and Quasi-Public land uses are not compatible in the Approach Zone
and	CC, CG, CR, BP, OI	Commercial Uses - Eating and Drinking Establishments	Eating and Drinking establishments not compatible in Approach Zone within one mile of runway end
17.09.020	CC, CG, CR	Commercial Uses - Food and Beverage Sales and Retail Sales	General Merchandise-Retail not compatible within one mile or runway end
	CC, CR, BP, OI	Commercial Uses - Lodging and Visitor Services	Hotels and Motels not compatible in Approach Zone within one mile of runway end
17.10.020	IG, IS	Public and Semi-Public Uses	Public Services (Clinics/Skilled Nursing Facilities) incompatible in Clear and Approach Zones
	IG, IS	Commercial Uses-Automobile / Vehicle Sales and Service	Automotive incompatible in the Clear Zone
	IG, IS	Industrial Uses - Custom Manufacturing	Manufacturing incompatible in Clear Zone
	IG, IS	Industrial Uses - Limited Industrial	Limited Industrial incompatible in Clear Zone
	IG	Industrial Uses - Oil and Gas Facilities	Chemicals and allied products; petroleum refining incompatible in Clear Zone
	IG, IS	Industrial Uses - Heavy Vehicle and Large Equipment, Sales/Rental, Service and Repair	Automotive incompatible in the Clear Zone
	IG	Transportation, Communication, and Utility - Recycling Processing Facility	Rubber and misc. plastic incompatible in Clear Zone

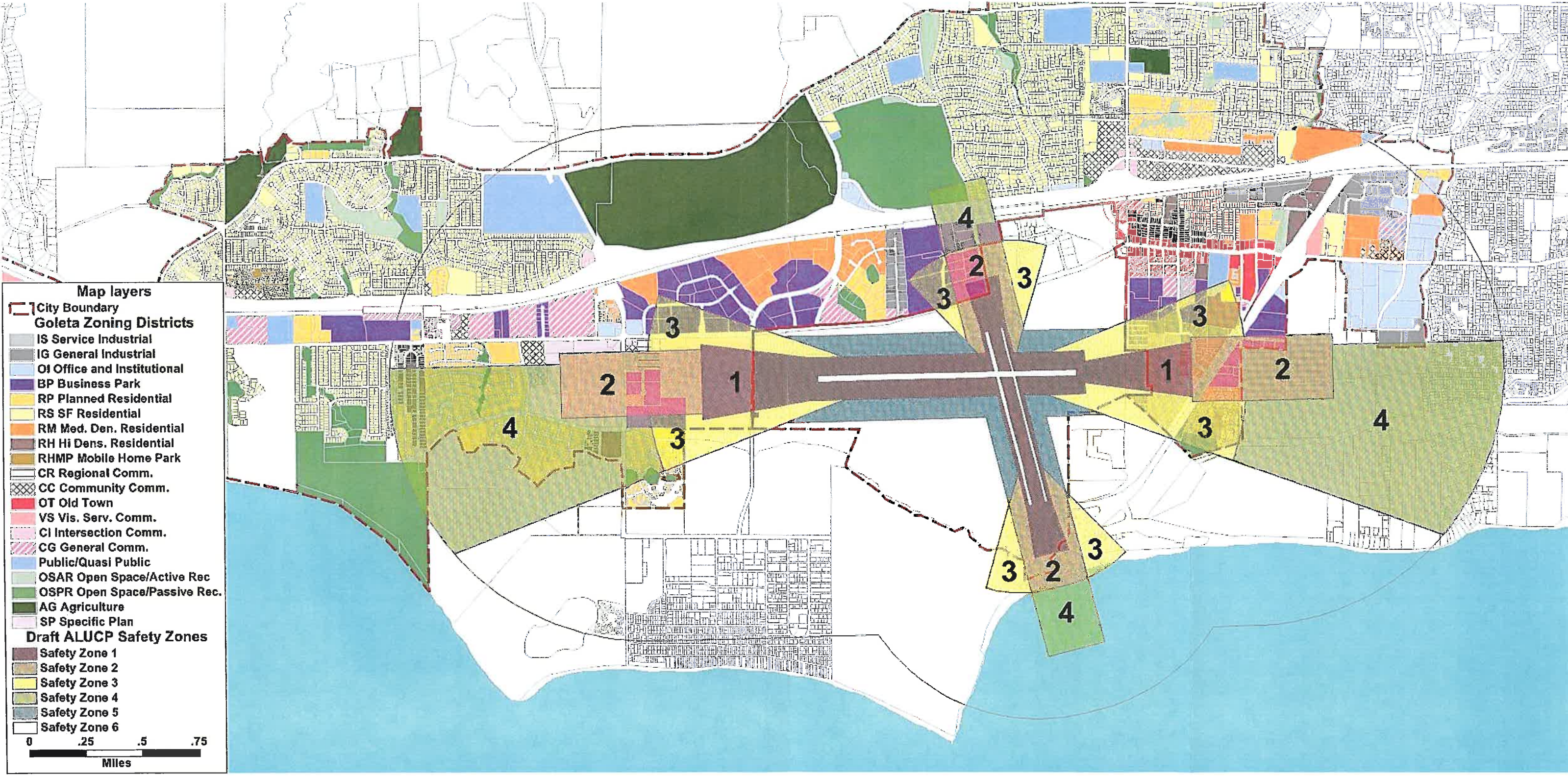


Potential Areas of Incompatibility - Draft Zoning Ordinance and Draft ALUCP

Zoning Ordinance

Table # Zoning District Allowable Uses in Zoning Ordinance Uses in Draft ALUCP and Areas of Incompatibility

Table #	Zoning District	Allowable Uses in Zoning Ordinance	Uses in Draft ALUCP and Areas of Incompatibility
17.07.020	RMHP	Residential Uses - Family Day Care	Day Care Centers incompatible in Safety Zone 2
		Residential Uses - Residential Care Facilities	Congregate care facilities incompatible in Safety Zone 2 Public emergency services facilities/police, fire stations incompatible in Safety Zone 2
17.08.020 and 17.09.020	CG, CR	Public and Semi-Public Uses - Public Safety Facilities	Assisted living facilities incompatible in Safety Zone 2 Colleges and Universities incompatible in Safety Zone 2 Public emergency services facilities/police, fire stations incompatible in Safety Zone 2
		Residential Uses - Assisted Living	
		Public and Semi-Public Uses - Colleges and Trade Schools	
		Public and Semi-Public Uses - Public Safety Facilities	
		Public and Semi-Public Uses - Schools, Private	Children schools, K-12 incompatible in Safety Zone 2
		Public and Semi-Public Uses - Social Service Facilities	Other medical facilities incompatible in Safety Zone 2
		Public and Semi-Public Uses - Day Care Facility	Day Care Centers incompatible in Safety Zone 2
		Public and Semi-Public Uses - Hospital	Hospitals incompatible in Safety Zone 2
		Commercial Uses - Eating and Drinking Establishments	Large Restaurants greater than 300 people in free-standing building incompatible in Safety Zone 2
		Industrial Uses - Custom Manufacturing	Manufacturing incompatible in Safety Zone 1
17.10.020	IG, IS	Industrial Uses - General Manufacturing	Manufacturing incompatible in Safety Zone 1
		Industrial Uses - Limited Industrial	Incompatible in Safety Zone 1
		Industrial Uses - Oil and Gas Facilities	Highly hazardous materials processing and storage not allowed in Safety zones 1-5
		Industrial Uses - R & D and Technology	Research and Development incompatible in Safety Zone 1
		Industrial Uses - Heavy vehicle and large equipment, sales/rental, service and repair	Auto repair services and sales and repair garages incompatible in Safety Zone 1





EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

March 8, 2016

Anne Wells
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: Zoning Ordinance Project
SCH#: 2014021063

Dear Anne Wells:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on March 4, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014021063
Project Title Zoning Ordinance Project
Lead Agency Goleta, City of

Type SIR Supplemental EIR
Description The project is a comprehensive update of the Zoning Ordinance to implement the General Plan. The purpose of the Zoning Ordinance is to create an innovative, integrated code that shapes future growth according to the community's vision articulated in the General Plan. The proposed Zoning Ordinance sets forth detailed standards and regulations for development activities in a manner consistent with the policies of the General Plan.

Lead Agency Contact

Name Anne Wells
Agency City of Goleta
Phone 805 961 7557 **Fax**
email
Address 130 Cremona Drive, Suite B
City Goleta **State** CA **Zip** 93117

Project Location

County Santa Barbara
City Goleta
Region
Lat / Long
Cross Streets City Wide
Parcel No. All APN located within City
Township 4N **Range** 28W **Section** **Base** SBB&M

Proximity to:

Highways 101 and 217
Airports Santa Barbara Airport
Railways UPRR
Waterways Pacific Ocean; Goleta Slough; Devereux Slough
Schools
Land Use Urban/Suburban associated with a City of 30,000 residents; GP Designations: Res, Com,, Ind, Off, Pub/Qua Pub, OS, and AG

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Coastal Zone; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Supply; Landuse; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Air Resources Board; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 01/13/2016 **Start of Review** 01/13/2016 **End of Review** 03/04/2016

Helen Gannon

Subject: RE: Draft SEIR Part IV Chapter 17.39.070

From: Barbara Remick [<mailto:bremick805@gmail.com>]

Sent: Monday, February 08, 2016 4:20 PM

To: Anne Wells

Subject: Draft SEIR Part IV Chapter 17.39.070

Dear Goleta Planning Commission,

I am writing in regard to the Draft SEIR for the New Zoning Ordinance, specifically Part IV Chapter 17.39.070 as it pertains to RV parking.

It would be devastating to my livelihood if I was not allowed to park my RV on my property! I have an 18' Lance travel trailer parked on my driveway at 6213 Muirfield Drive, Goleta. I am a self-employed artist and travel each month with my trailer to art shows and other events to earn my living selling my art. I simply cannot afford to pay for a hotel at every event location, or pay for RV storage, which is difficult to find and overpriced in the Goleta/SB area. I also don't have space on either side of my house to park the trailer.

I also can't imagine after a busy weekend of selling my work driving for hours, exhausted on a Sunday night, to a storage yard, unload my entire art display into my SUV and then make my way home to Goleta. This then becomes a safety issue when a VERY tired artist must drive any number of miles home, late at night.

As an artist I am very aware of how parking of RV's on residential driveways may not, to some people, be the most aesthetically pleasing. The new zoning ordinance should take into consideration those who already have an RV on their property (a grandfather clause?) or need their RV readily available for their livelihood!

I was born and have lived my entire life in Santa Barbara, and have been a Goleta homeowner since 2003. One of the most attractive things about owning a home in Goleta is greater freedoms with how we can use our property, compared to Santa Barbara. Goleta is special and a wonderful place to live, let's not be a Santa Barbara "wanna be!"

Thank you for your consideration.

Barbara Remick
6213 Muirfield Dr.

Goleta, CA 93117
805.455.1130

Wendy Winkler

From: donotreply@godaddy.com
Sent: Wednesday, March 09, 2016 6:38 PM
To: Wendy Winkler
Subject: goletazoning.com Participate: Form Submission



Name:
andrew vineyard
Email:
vinny975@cox.net
Subject:
RV parking on private property
Message:

I cannot stress enough the importance of city officials leaving law abiding homeowners alone. Its fine that we move our RVs off the street, so we do. We make property improvements to accommodate this. As you know. If we cant keep them with us then we will have to sell. So will a lot of others de valuating our investments further due to excess inventory not to mention the hard years of work i have put forth to be able to camp with my children. I encourage that dialog be made with the RV/home owners for a solution to keep out things with us at home where they belong. Ive lived here my whole life which I'm sure is more than anyone whom makes these potentially disastrous decisions have done. I love my home town of Goleta. Stop messing with it. If you must, and Im sure there are individuals for that it warrants, go after them to clean up there areas. Perhaps grandfather current owners in good standing with the right to keep whats theres at home. Andrew Vineyard

This message was submitted from your website contact form:
<http://www.goletazoning.com/participate-1.html>

Use your free GoDaddy Email Marketing Starter account to follow up with contacts who agreed to receive email campaigns! Click [here](#) to get started.

Cecilia Brown

RECEIVED

MAR 11 2016

City of Goleta
Planning & Environmental Svcs.

Chapter 17.42 Standards for Specific Uses and Activities

Chapter 17. 42.050 Animal Keeping. With this change from 3 to 4 or fewer small (what does this mean?) domestic pets, the City of Goleta will be the only jurisdiction in the county to allow more than 3 domestic pets (Per Lisa Kenyon, head of the SB County Animal Shelter on Overpass Rd.). What is the rationale for this change?

Chapter 17.42.070 Automobile Service and Repair. There are mobile vehicle repair services. What are the provisions for them? They work on people's vehicles in the street or in their driveway. They need permits?

Chapter 17.42.080 Automobile/Vehicle Washing

Are there any standards or permit needed for a mobile vehicle detailing business.

Chapter 17.42.110 Drive-in and Drive-through Facilities.

This standard needs to be added: A drive through facility shall have no greater adverse impact upon air quality than the same use without the drive through facility

Chapter 17.42.180 Home Occupations

B. 3. Is the standard about how much floor area (25% of the residential unit floor area) that can be devoted to the home occupation meant to imply that the business must be conducted solely within the living space and not in the garage? It should be made clear that no part of the home occupation, the business or sale of cottage food should take place in the garage where the required parking spaces are.

There needs to be some reference to the fact that the cottage food operation must meet applicable State laws and get a permit from the county Health Department.

4. Employees. Is the home occupation allowed to have employees who don't work on the site? If they can, it would appear that they won't be permitted to visit the site with a vehicle unless they park on the street

6. Employee/Client Parking. If a dwelling is required to have a certain number of parking spaces for the dwelling unit, why is an employee allowed to park in one of those required spaces? The tandem parking, is it meant for the driveway? The tandem parking shouldn't overhang onto the sidewalk.

Is a permit needed for a home occupation? Is there noticing of adjacent neighbors? What if there are violations of home occupation regulations? Is the permit revoked?

D. Prohibited Uses:

1. Animal services: There is no information in the definition for this category about homeowners who board other people's pets overnight for a fee. Is a homeowner who boards dogs for a home occupation allowed to only have a certain number of animals on site?

3. Automobile/vehicles sales and services: Is a taxi service included in this category of a home occupation. If it is, where is it allowed to keep its taxis on the street? Driveway? (There is one in my neighborhood)

7 Fire arms manufacturing/storage/on-site sales. Some jurisdictions ban knives and swords as well.

17.42.250 Nurseries and Garden Centers

B. Products for Sale: Most nurseries sell products related to gardening, like books, gloves, and decorative items for the garden. Change the allowance for what products are sold to reflect products sold by our nurseries (visit Terra Sol, Sumida, Knapp or OSH to get an idea of the extent of their products related to gardening)

C. Enclosure: the nurseries I know about in Goleta not considering the Big Box Stores like OSH and Home Depot (Terra Sol, Knapp, Sumida, Island Seed and Feed) store, display and sale products other than nursery stock outside of their buildings, which consists of large and bulky bags of soil, soil amendments, fertilizers, very large pots, and garden furniture and other bulky gardening items. And the nurseries are surrounding by chain link fences, not what the ordinance requires. . Change the standards in the ordinance to allow chain link fences so these nurseries don't become legal non-conforming.

Cecilia Brown
RECEIVED

MAR 11 2015

City of Goleta
Planning & Environmental Services

WHY CHANGE WHAT WORKS?

Chapter 17.41.070 Standards for Signs by Districts. A certain sign aesthetic has been established in the city over the course of its existence and before that under the county where one set of regulation worked for all commercial properties whether they were industrial, office or retail. But, the new sign ordinance proposes to change the approach where sign area is allocated by zone district, such that commercial zone district gets allocated more signage than an office or industrial zone district. What is the need to change this scheme that has worked so well? Leaving the standards as they are simplifies the entire sign ordinance and makes it easier to understand, administer, and review. Maintaining what we know is better than experimenting with new signage allowances that we don't know and their unintended consequences on the city's sign landscape.

SIGN ORDINANCE IN CONFLICT WITH GENERAL PLAN

Chapter 17.41.060 General Provisions for all Sign Types. New to the city's sign ordinance will be the allowance for electronic changeable copy signs. The proposal is to allow them in quasi-public land uses, many of which can be located in residential neighborhoods. (e.g., churches, day care facilities and a banquet center, like the Elks Lodge). There are 12 of these facilities in the NE quadrant of the city, from Fairview north to Cathedral Oaks east where I live. Today the only neighborhood signage is the traditionally lighted and static changeable copy signs. I do not believe there is any constitutional issue by continuing to allow this current type of signage for quasi-public land uses in the neighborhoods. This kind of signage would be preferred to electronic changeable copy signs which will be much like the colorful, brightly lighted and visually distracting LED sign at Earl Warren Showgrounds. While the signs will be smaller, they will have many of the same characteristics: "blinking, flashing, shimmering, glittering, rotating, oscillating" and changing copy every few seconds. These signs will be a disruptive and dramatic change to the neighborhood streetscape, changing the aesthetics of neighborhoods.

The General Plan has many policies dealing with protecting and preserving existing character of neighborhoods and General Plan visual resource policies, VH 3.2 Neighborhood Identity, states "the unique qualities and character of each neighborhood shall be preserved and strengthened. Electronic changeable copy signs will do the opposite. They are even inconsistent with the zoning code Chapter 17.11 which states the purpose of quasi-public land uses as contributing "to the sense of place and quality of life in a residential neighborhood." These signs won't help achieve that goal either. Electronic changeable copy signs should not be allowed in residential zone districts.

REGULATORY CHALLENGES AHEAD

There may be regulatory challenges for allowing electronic changeable copy signs for quasi-public land uses which can be located in all other zone districts where these signs are otherwise prohibited. An example: The sign ordinance appears to allow a commercial quasi-public land use (e.g., a for profit trade school) located in a commercial zone district an electronic changeable copy sign. This sign will allow more “content” with its changing message than its commercial neighbor next door which will only have a static sign with a fixed message. This would appear to favor the quasi-public land use over another commercial entity. I think this is discriminatory. Probably no other regulation in the zoning code sets up this disparity between two entities in a zone district.

Other challenges with electronic changeable copy signs are how to control the impacts of the sign itself. Unknown is whether the sign ordinance standard mentioned (Lamberts (FT-L) (no definition provided), will be sufficient to regulate the light intensity for either day or nighttime when there needs to be adjustments of brightness to surrounding light levels. The sign ordinance is silent on standards to protect against glare, light trespass on adjacent properties. What is supposed to happen when the sign malfunctions? What are the hours of operation or why is the six seconds used as a standard for the changeable copy when a much longer interval might reduce the distractibility?

The introduction of electronic changeable copy sign is new in this ordinance and to the city. Writing an ordinance with limited information about the nature of these signs and their impacts, particularly to residential neighborhoods, and differences in regulatory treatment by zone district will have many unintended consequences. I urge you to ban electronic changeable copy signs as a form of signage in this sign ordinance until there is more information about their appropriateness, necessity, and control mechanisms. Legal rulings indicate that the city can ban electronic changeable copy signs based upon the need to protect and preserve the city’s aesthetic values and physical appearance.

SIGN ORDINANCE NEEDS MORE WORK

17.41.050 Sign Design Principles The sign ordinance needs a robust set of sign design guidelines, both for applicant to understand what is expected and for staff to have standards in reviewing sign applications. What is proposed is inadequate. If the Goleta Heritage District Architectural and Design Guidelines, which has three pages of sign design guidelines for just Old Town alone, then a standalone document is needed for the rest of the city. Below are some good examples.

City of Santa Ana: http://www.ci.santa-ana.ca.us/pba/planning/documents/Chapter_14_-_Signage_Guidelines.pdf

City of Antioch:

<http://www.ci.antioch.ca.us/citygov/commdev/planningdivision/docs/Chapter%207%20-%20Sign%20Design%20Guidelines.pdf>

The Design Review Board has long involved in understanding, reviewing and approving signs and sign plans across the city. At their meeting on Tuesday March 8th after discussing the differences between the proposed public version of the sign ordinance and the DRB's, they voted to recommend the consideration of theirs to the planning commission over what the city is proposing. I support their recommendation. Here is why:

It has retained the standards from the currently used ordinance, providing a continuity of types and sizes of signs in all zone districts, simplifying the sign ordinance making it easier to understand, apply and review;

It is easier to understand, more complete and most importantly consistent with the city's General Plan, attributes the proposed sign ordinance which are lacking.

Definition section is better, more complete and accurate;

It includes Old Town sign guidelines lacking in the proposed sign ordinance

There is a section on the sign permit application process which lays out all the requirements for a sign application. And a timeline for sign review, so that there is no misunderstanding as to how much time each party, whether applicant, staff or DRB has in the review process; and

There is a more complete section on material, design, construction and maintenance standards otherwise missing from the city's proposed ordinance which can easily be added to a stand-alone Design Guidelines section.

The section on non-conforming signs in the proposed ordinance is weak, gives little any information to start the process to get rid of these non-conforming signs. The DRB's ordinance is more complete with a section about the amortization process.

LACK OF ENFORCEMENT STANDARDS

The DRB's proposed sign ordinance has a section on abatement of illegal signs, while the proposed sign ordinance has none. The city has cited the inadequacy of its current ordinance in enforcement actions. To rectify this, adopt the DRB' proposed language and include the following statement: **NO SIGN MAY LAWFULLY BE DISPLAYED WITHOUT FIRST OBTAINING A PERMIT.**

Helen Gannon

Subject: RE: City of Goleta Draft ZO - Public Comment Submittal

From: Maruja Clensay [<mailto:maruja@sepps.com>]
Sent: Friday, March 11, 2016 11:57 AM
To: Anne Wells; Greg Jenkins; Brent Daniels; Ed Fuller; Katie Maynard; Eric Onnen
Cc: Andy Newkirk; Suzanne Elledge; Laurel Fisher Perez; Steve Fort
Subject: City of Goleta Draft ZO - Public Comment Submittal

Hello Anne and Honorable Planning Commissioners –

Please find our collective comments regarding the City of Goleta DRAFT Zoning Ordinance to this email. While these comments are addressing previously reviewed sections, we truly appreciate your consideration of our feedback.

Steve Fort from our office will be in attendance at next Monday's Planning Commission Hearing and may have public comment regarding those sections under your review on Monday the 14th.

Thank you.

Maruja Clensay
Associate Planner



1625 STATE STREET, SUITE 1
SANTA BARBARA, CA 93101
PH: 805-966-2758 x 15

Please check out our new website, www.sepps.com!



11 March 2016

Ms. Anne Wells
City of Goleta Planning Commission

Transmitted via email

SUBJECT: Comments on Part IV of the Draft City of Goleta Zoning Ordinance

Dear Ms. Wells and Honorable Chair Onnen and City of Goleta Planning Commissioners,

Thank you for the opportunity to provide comments to the City of Goleta's Draft Zoning Ordinance for the City of Goleta. Attached is a bulleted list of our collective comments and suggestions related to Part IV of the Draft Zoning Ordinance, reviewed by the Planning Commission on February 8th and February 22nd, 2016. We have yet to complete our analysis of Part IV, but would like to provide our comments thus far as we continue our review.

Based on our collective experience, we submit the attached with the intention of assisting the City to develop a zoning ordinance that provides clarity and certainty for its constituents. We truly appreciate your consideration of the attached suggestions and comments and we look forward to our continued participation in the process to refine and adopt the much anticipated City of Goleta Zoning Ordinance. You may reach me via email at maruja@sepps.com, or by phone at 805.966.2758 x15.

Sincerely,

SUZANNE ELLEDGE
PLANNING & PERMITTING SERVICES, INC.

Maruja Clensay
Associate Planner

The following bullet points are in regard to Part IV of the Draft City of Goleta Zoning Ordinance:

- 17.25.020.A: Consider referencing guest houses, artist studios, hobby rooms, etc. as “Accessory structures”. This will provide clarity for users of the ordinance.
- 17.25.020.A: Consider adding square footage criteria in addition to height. “These provisions shall apply to all accessory structures over 6’ in height and over 120 SF” (as those structures under 120 SF would be exempt from a building permit). Also, consider indicating maximum square footages and whether accessory structures may be attached to other structures.
- 17.25.020.B.2: In regards to two contiguous and immediately adjoining properties under same ownership: Consider adding the following:
 - o “The owner must sign a statement, which will, at a minimum, require that any [accessory structures on adjacent lot] be removed should either of the lots be sold separately, unless the accessory structure is legally permitted on the subject property.”
- 17.25.020.D.2 Location:
 - o Consider allowing accessory structures to encroach into side and rear setback lines in non-residential zones if allowing encroachment in residential zones.
- 17.25.030.A: Buffers adjacent to Ag Districts:
 - o Consider indicating a potential minimum and maximum buffer to provide more information to future applicants.
- 17.25.080: Fences and Freestanding walls:
 - o Consider allowing columns, gates, entry lights to exceed over 6” subject to DRB review/approval
- 17.25.090: Upper Story Setbacks:
 - o Consider providing an opportunity for flexibility in the setback required for certain room types.
- 17.25.120: Right to Farm Covenants and 17.25.130 Right to Research Covenants
 - o Consider vetting the proposed disclosure language with the County Surveyor and Recorder. These are the entities that oversee recordation of documents and it would be wise to confirm that the disclosures will be acceptable to these entities.
- 17.25.140: Screening and Buffering Common Lot lines
 - o Prescribing definitive requirements for screening between two single family homes seems overly restrictive. We believe applicants/property owners would be better served, and more amenable to, screening and

landscape buffers to be developed based on the characteristics of each project and approved at the discretion of the DRB.

- 17.25.170: Stormwater Management:
 - o Consider including information from or reference to the City's Storm Water Management Plan that would inform applicants as to the types of BMPs and improvements required.

- 17.26.020.C: Coastal Access Requirements:
 - o The public access requirements from new development projects should be further defined.
 - o Access exception provided with "adequate access exists nearby"
 - Please define "nearby".

- 17.29.050.C and D: Inclusionary Housing Requirements
 - o Consider clarifying "Offsite" option and "Land Dedication" option. We appreciate the possible options to satisfy the Inclusionary Housing requirement, but some of the "Land Dedication" options do not appear feasible.
 - o Unless restricted by State Affordable Housing Law, please consider some form of relief from the requirement that all permits and approvals other than building permits, for transferred land be completed prior approval of a subdivision or parcel map. Also, consider eliminating the requirement that transferred land is within one-quarter mile of the proposed development. This may be an obstacle to development of affordable housing rather than an incentive. The City and South Coast can benefit from affordable housing in any reasonable location.

- 17.31.030; ESH Areas Applicability Requirements:
 - o Under Application Requirements: "for a project within or adjacent to an ESHA" – Clarify whether these requirements only apply to development proposed on the same parcel as ESHA.

- 17.31.030.D: Restoration and Monitoring Program:
 - o Consider clarifying that requirements may be waived or adjusted when warranted.
 - o Language indicates what must be included in a Restoration and Monitoring Plan. Consider empowering staff to determine what is required to be included from the list based on the merits of each project.

- 17.31.050.B: Development Standards:
 - o "Land divisions are only 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. [Emphasis added]
 - Fuel management efforts (such as trimming, clearing, etc.) are enforceable with "fuel management plans", and have prevented

the spread of wildfire into urban settings. Consider allowing land divisions if a Fuel Management plan is proposed and if consistent with the City's Community Wildfire Protection Plan.

- 17.31.070.E: Restoration of degraded creeks
 - o What triggers these requirements?

- 17.31.140: Protection of Native Woodlands
 - o It would be helpful to clarify that, while not encouraged, encroachments around protected trees may be permitted when justified and mitigated. Item B reads like it absolutely precludes encroachments, while item C allows for certain encroachments with adequate mitigation.

- 17.31.150: Protection of Native Grasslands
 - o Consider providing more definition of what is a native grassland,

From: Briancox [mailto:briancox@cox.net]
Sent: Friday, March 11, 2016 7:15 PM
To: Anne Wells
Cc: Jim Farr; dougjmil5@aol.com
Subject: Ordinance on Worship

To Anne Wells

Dear Anne,

I am a long time senior pastor in Goleta having served as Rector of Christ the King Episcopal Church for 24 years. I am also a resident and voter in Goleta.

I have learned of a proposed ordinance being considered by the Goleta Planning Commission to restrict religious worship activities between the hours of 9 am and 9 pm. I regard this as highly prejudicial against religious communities in Goleta and if passed could invite a legal challenge in terms of violation of our religious liberties.

Let me explain this. If this ordinance was passed. I would have to cancel our weekly 8 am Sunday communion service, our Easter Vigil Service, our Christmas Eve Services. Pastor Kim from the Korean congregation who meets here would have to cancel his daily morning prayer vigil

I am presently in Kenya or I would be present to speak strongly against such an ordinance. I will also plan to speak to Jim Farr and the city council members to let them know that this is embarking on a very unwise and prejudicial course of action.

I do not know the source of such an ordinance. If it has grown out of a specific problem or complaint please tell us. If it is a Goleta resident who feels hostility toward people of faith then please tell us.

I do hope that the Planning Commission will exercise wisdom and drop this idea.

Sincerely,

The Reverend Canon Brian Cox
Rector
Christ the King Episcopal Church
Sent from my iPhone

From: Masseybarb@aol.com [mailto:Masseybarb@aol.com]

Sent: Sunday, March 13, 2016 1:38 PM

To: Anne Wells; Brent Daniels; Eric Onnen; Greg Jenkins; Ed Fuller; Katie Maynard

Subject: Comments on Draft ZO March 13, 2016

Anne and Commissioners,

Attached are my brief comments on the Sections of the Zoning Ordinance that you will be discussing on March 14th.

Barbara

Comments on Goleta Draft Zoning Ordinance, Sections 17.38 to 17.42

17.38.040, A., The height limit for oil and gas facilities should be limited to 35 feet.
B., Setbacks from residential areas should be at least 1,000 ft. since the facilities constitute a health and safety threat.
M., The Contingency Plans should be reviewed by the City. Copies should be retained at City Hall in case they are needed in an emergency.

17.38.050, 6, Emergency shut-off valves should be installed on all oil and gas pipelines.

17.39.040, E., There should be no “Credit for On-street Parking Spaces” in any district. Parking is a problem especially in Old Town and property owners must be required to provide the necessary parking on their property.

17.39.050, The number of required parking spaces should only be reduced after a review of the conditions by the Planning Commission.

B., Transit accessibility needs to be less than 0.50 of a mile before most people will consider using mass transit. Everyone also seems to forget that people have to buy groceries and other things and that it is difficult to handle these while using transit. Reduction of parking by 20% is excessive.

E.1, This Redevelopment parking credit will hurt the community and should not be permitted.

F.2, A parking demand study should be prepared to indicate the advisability of granting a reduction in the number of spaces.

17.39.070, A.3, Despite the turnout at the last Planning Commission ZO workshop, the majority of Goleta citizens do not want RV parking and storage in the front setback.

C.1, All residential parking should be required to be on-site. Lack of adequate parking is already a serious problem in Old Town and other neighborhoods.

1.a, Off site Parking for Residential Use should be prohibited. Neighborhoods should not have their street parking taken up for other peoples RV storage. Their inability to park it on their own property doesn't make it the neighborhoods responsibility to provide it.

17.39.090, A., Loading area space should be required for floor areas of more than 3,000 ft. Table 17.39.090 should be changed to read 0 – 3,000 sq. ft. required 0 loading spaces and 3,000 – 30,000 sq. ft. required loading spaces 1 or 2 depending on the use.

17.39.100, E.3, Tandem parking should only be a small percentage of the total number.

E.4, Tandem parking is only appropriate and workable in garages in residential districts.

Q. 3, The first sentence should simply say that separate vehicle and pedestrian circulation systems must be provided.

There is no place in the parking section that requires adequate pedestrian walkways across parking lots. A large parking lot such as at the Camino Real Marketplace is an example of one or two walkways not being sufficient.

Sign Ordinance This is a poorly written sign ordinance. There is no discussion of the permitting process. What is required? What is the appeals process? What is the enforcement policy? There are many other questions that have not been answered.

The sign ordinance prepared by Carl Schneider and supported by the DRB is a well written and more complete ordinance that should replace the one in the current Draft Zoning Ordinance.

17.41.060, H., The Changeable Copy sign section should be deleted. Changeable copy on gas price signs must be permitted because this is cannot be controlled by the City. Changeable Copy signs are too bright, too distracting, and inappropriate in all Zoning Districts. These signs are for industrial areas in large cities. There is no place for them in Goleta. This changeable copy section is also in violation of several provisions of the General Plan.

M., What provision is there to recover the cost of removal?

17.42.080, B, Non-Residential Uses in Residential Districts should be deleted. There is no need for signs for home occupations in residential districts.

17.41.120, C.2, A Nonconforming sign that is a danger to the public or unsafe should be removed not restored.

In all the following activities, 17.42.040, 17.42.060 – 17.42.140, and 17.42.160 – 17.42.340 the activities in the zone in which the activity is permitted should be listed. An applicant shouldn't have to search through the various zones to find where the activity is permitted. The current "where allowed by Part II, Base Zoning Districts" should be replaced by the appropriate zones. I know this is a problem because of the hunting I had to do for each activity's zones. It is certainly not applicant friendly.

17.42.050, B., There should be no change to the keeping of only three small domestic, household pets. Keeping of more than three small, domestic, household pets should require a CUP. Neighbors should have notice and opportunity to comment on this change.

C.1, Large animals should not be kept in Residential Districts.

17.42.070, Why aren't there any provisions for mobile vehicle repair and detailing businesses? This is become more common.

17.42.090, B., There should be a greater setback than 20 ft. from a Residential District or Use. There is usually some loud noise involved with

17.42.110, There is no need for drive-in or drive through facilities. They are an unnecessary source of air pollution, traffic, increased gas consumption, and noise. They should not be permitted adjacent to a Residential District if permitted.

17.42.120, Emergency shelters need to be spaced further apart than only 300 ft. They should be prohibited adjacent to Residential Districts.

17.42.130, The complaint section fails to provide adequate protection to the community. The complaints shouldn't be limited to residences within 300 ft. of the day care home. It should be at least 1,000 ft.

17.42.170, A.1, The plot plan should include all land within 1,000 ft.

17.42.180, B.3, There should be a prohibition of any of the 25% floor area being located in the garage.

D.2, Animal boarding should be added to this prohibition.

Taxis are another occupation that should be added to prohibitions. These seem to be popping up in neighborhoods.

17.42.200, B, Should only be allowed with a CUP, not with an Administrative Use Permit.

E., Outdoor storage should only be allowed during daylight hours.

17.42.260, E, Outdoor Dining and seating should be prohibited in the public-right-of-way. It obstructs pedestrian circulation.

17.42.270, 2.a, Outdoor sales should be prohibited in the public-right-of-way. It obstructs pedestrian and vehicle circulation and is usually unkempt.

17.42.280, A, The hours of operation should be limited adjacent to Residential Districts to the hours 8 a.m. to 7 p.m.

17.42.330, 3, Design Review should be conducted by the Design Review Board.

17.42.350, A.6, There is far too much opportunity for unwanted development.

17.42.360, A.1, I question the exemption of car washes; it is such a water wasting activity. There are plenty of other ways to raise money especially with the drought.

Barbara Massey
March 13, 2016

Helen Gannon

Subject: RE: Draft Zoning Report ie Public Meetings

-----Original Message-----

From: richelainefoster@cox.net [mailto:richelainefoster@cox.net]

Sent: Monday, March 14, 2016 3:25 PM

To: Michael Bennett <mbennett@cityofgoleta.org>; Roger Aceves <raceves@cityofgoleta.org>; Jim Farr <jfarr@cityofgoleta.org>; Paula Perotte <pperotte@cityofgoleta.org>; Tony Vallejo <tvallejo@cityofgoleta.org>

Subject: Draft Zoning Report ie Public Meetings

Dear Council Members

Item 17.42.090 item "E", regarding public meetings limits the hours from 9am to 9pm.

It seems this will quickly run afoul of swim meets at DP, youth soccer at Girsh Park, marathons, bicycle races, perhaps services at the soon to be Mosque, and most Christian churches Easter Sunrise and / or midnight Christmas eve services. It would also restrict all restaurants from using their outdoor patios after 9 pm including outdoor events at our local tax engine, the Bacarra.

I cannot make tonight's workshop so I thought I would bring this u. This seems to be poorly thought out, at best.

Sincerely Yours,
Rich Foster

Helen Gannon

Subject: RE: Goleta Zoning comment letter

From: izamike51@gmail.com [<mailto:izamike51@gmail.com>] **On Behalf Of** Michael Iza

Sent: Monday, March 14, 2016 2:47 PM

To: Paula Perotte <pperotte@cityofgoleta.org>; Michael Bennett <mbennett@cityofgoleta.org>; Jim Farr <jfarr@cityofgoleta.org>; Tony Vallejo <tvallejo@cityofgoleta.org>; Roger Aceves <raceves@cityofgoleta.org>; Michelle Greene <mgreene@cityofgoleta.org>; Brent Daniels <bdaniels@cityofgoleta.org>; Ed Fuller <efuller@cityofgoleta.org>; Greg Jenkins <gjenkins@cityofgoleta.org>; Katie Maynard <kmaynard@cityofgoleta.org>; Eric Onnen <eonnen@cityofgoleta.org>

Subject: Re: Goleta Zoning comment letter

Dear Commissioners and Council members,

Please see the attached comment letter regarding the proposed draft zoning code. Please feel free to contact me if you have any questions/concerns.

Warmest regards,

Michael Iza

On Tue, Feb 23, 2016 at 5:07 PM, Michael Iza <mikeiza@cox.net> wrote:

Dear Commissioners and Council members,

Please see the attached comment letter regarding the proposed draft zoning code. Please feel free to contact me if you have any questions/concerns.

Warmest regards,

Michael Iza

March 14, 2016

Planning Commission
City of Goleta
130 Cremona Drive
Goleta, CA 93117

TRANSMITTED VIA ELECTRONIC MAIL

SUBJECT: Specific Comments Related to Draft Zoning Ordinance Part IV - Agenda Item B.1

Dear Commissioners:

In addition to the previous comments I have presented to the Commission regarding my concerns with the hurried pace of the public process related to the Zoning Ordinance project, I have specific comments related to the Draft Zoning Ordinance Part IV, which will be discussed at tonight's Planning Commission meeting.

Specific Comments on Part IV of the Draft Zoning Ordinance, by Section:

17.39.020B states that a change in occupancy is not considered a change in use, unless the new occupant is a different use classification than the former occupant. What is a use classification? How will the City determine and confirm that a new occupant is a different use classification?

17.39.030A and C dictates that required off street parking must not be used for storage or other non-parking related use and that required parking must be accessible during all business hours. What are the consequences if I choose to park my car on the street? Can the City require me to park my car in my garage? What are "business" hours and how are they defined? Why should residential garages be accessible during business hours?

17.39.030F says that one of the conditions for a garage conversion is the residence was built before 1960. How was the year 1960 determined? Is a reference available to the public to see how the City determined that residences built before 1960 are somehow more eligible for garage conversions?

17.39.070 says a parking in lieu fee will be calculated and paid as set forth in a resolution of the City Council. How are these fees calculated? When will the resolution go to Council?

What will be done in the meantime after the project is built, generating the need for parking spaces and the City hasn't used the in-lieu fees towards meeting the project's parking demand?

17.42.030B states that medical marijuana uses is a prohibited accessory use.

The City recently passed a cultivation ordinance allowing anyone to cultivate regardless of what zone they're in (January 19, 2016 - Approved by Council). The City also passed a marijuana delivery ordinance that allows anyone to set up a delivery service in their home or in any zone. This proposed ordinance is in conflict with the recently passed resolution. Did Council direct the City to move another direction with regard to medical marijuana cultivation?

17.42.180D and lists prohibited uses for home occupation: medical marijuana dispensaries or commercial cultivation or medical marijuana infusion. How are dispensaries, commercial cultivation and medical marijuana infusion defined? Is the personal cultivation of marijuana now allowed by the City's new ordinance not included in this list of prohibited medical marijuana uses? If a marijuana delivery service is home based, which is currently allowed, would it not be allowed under the new zoning ordinance?

17.42.230 says medical marijuana uses must be located, developed and operated in compliance with the following standards, where allowed by Part II, Base Zoning Districts. Which base zoning district allows for marijuana uses? How does this square with City's new marijuana cultivation ordinance which doesn't limit cultivation of marijuana to a certain zone so long as they meet certain restrictions? Is Council aware that the Draft Zoning Ordinance is going a completely different direction than what Council just approved by resolution on January 19, 2016?

As you can see, there are many unanswered questions, internal inconsistencies, and undefined terms in Part IV of the Draft Zoning Ordinance. Once again, I urge the Commission to take the time to thoroughly cover and correct this very important, binding document.

Thank you for your consideration. Please contact me at izamike51@gmail.com or (805)453-9234 if you have any questions.

Sincerely,

Michael Iza, M.S.

From: Keith Jones [<mailto:yopjgslc@hotmail.com>]

Sent: Monday, March 14, 2016 4:52 PM

To: Michael Bennett <mbennett@cityofgoleta.org>; Roger Aceves <raceves@cityofgoleta.org>; Jim Farr <jfarr@cityofgoleta.org>; Paula Perotte <pperotte@cityofgoleta.org>; Tony Vallejo <tvallejo@cityofgoleta.org>

Subject: Item 17.42.090 item "E", regarding public meetings limits the hours from 9am to 9pm.

Dear Council Members

I am writing to you with regards to Agenda Item 17.42.090 item "E", regarding public meetings limits the hours from 9am to 9pm.

The permitted hours of operation of 9 a.m. to 9 p.m. limitation, seven days a week, appears to me as overly restrictive given the realities of activity in our community.

Good Shepherd Lutheran Church has been a part of the Goleta community for over 56 years. Our first Sunday service begins at 8:00 a.m. We conduct an Easter Sunrise service at 6:30 a.m. Our last Christmas Eve service of the night begins at 11:00 p.m. Our monthly Food Distribution in partnership with the Food Bank of Santa Barbara begins at 8:00 a.m. with our set up. I could cite many other examples if needed.

Additionally, I wonder how the Dos Pueblos High sports, theater and music arts, etc., would manage with this time restriction as events occasionally go long. Also, outdoor patio dining at our restaurants is another area that comes to mind. Is it to be included in this zoning code as well?

Regretfully, I am unable to attend tonight's public workshop due to previous commitments. Therefore, I respectfully offer my concerns and thank you for your consideration.

Sincerely Yours,
Rev. Keith Jones

Good Shepherd Lutheran Church
380 N. Fairview Ave.
Goleta, CA 93117
805-967-1416

Sent from [Mail](#) for Windows 10

Helen Gannon

Subject: RE: Zoning

From: Ben Werner [<mailto:bwerner@revolutionmotors.biz>]

Sent: Monday, March 14, 2016 3:33 PM

To: Anne Wells

Subject: Re: Zoning

Hi Anne,

The attached suggested regs have changed a bit since the version I shared with you earlier in the year, and will probably evolve a bit more before we're done. Please let me know when you want my "best version" and I'll make sure I incorporate all the edits I've received through my outreach before it's time for you start to making it "Goleta-fied". For the moment however I'm fine with the attached version being visible to the public.

Thanks,
Ben

DRAFT Sustainable Living Research Initiative (SLRI) Program

Version 3.5

Purpose. The Sustainable Living Research Initiative (SLRI) is designed to help the City of Santa Barbara become a more environmentally and socioeconomically sustainable city by establishing a program that will assist the City in meeting its overall goals of providing affordable housing while reducing energy needs and water consumption, consistent with the reduction strategies of the Santa Barbara Climate Action Plan and the countywide Energy and Climate Action Plan. The SLRI Program will help the City of Santa Barbara become a more sustainable community by allowing flexibility in code requirements that might otherwise prevent or discourage innovative, sustainable projects from moving forward. These projects must meet the intent of the zoning code, and yet exceed the overall performance, in terms of sustainability, of projects that conform to the underlying zone. Accountability of SLRI projects is ensured through regular measurement and reporting of project performance to the City.

This Program will promote economic and environmental health in the City, through sustainable and environmentally friendly design, construction, and operations; and build capacity for leadership in both the private and public sectors in the area of sustainable development practices including design, construction and operation for resource efficiency.

Projects permitted under this Program must regularly report the performance of the project to the City. This reporting must be done through a known/reputable organization that takes responsibility for the performance of the project. This organization must be bonded with the City to a sufficient level to provide financial motivation for project performance, and to fund project alterations/corrections should they be needed to achieve project performance. This organization must also partner with education/research institutions as needed to provide specialized expertise to measure and report project performance.

This Program is a voluntary tool to be used at the discretion of property owners and the City to permit projects that meet the requirements of this Program.

The benefits of this Program are consistent with the City of Santa Barbara's high level policy objectives, general plan, and commitment to enhancing public health, safety, and welfare. The SLRI Program is intended to accomplish the following:

- Provide the City with a means for performance-conditioned approval of projects based on an applicant's proposal that includes measuring and reporting the performance of the project on an ongoing basis.
- Increase project-permitting efficiency by reducing uncertainty of project impacts.
- Promote projects that perform significantly better in terms of sustainability, by offering flexibility to improve performance.

- Create a sustainable Santa Barbara by offering affordable workforce housing through a combination of smaller units, and shared transportation and onsite resources.
- Create a sustainable Santa Barbara by delivering renewable energy and energy efficiency projects, alternatively fueled vehicles, developing sustainable buildings and climate-resilient landscapes.
- Improve the economic and environmental health of Santa Barbara through measurable objectives.
- Track and analyze key indices to measure performance.
- Assist the City in meeting its overall goals of reducing emissions, reducing energy needs, and water consumption, consistent with the reduction strategies of the Santa Barbara Climate Action Plan and the countywide Energy and Climate Action Plan for emissions as well as energy and water consumption per capita.

The goal of “Sustainability” for the purpose of this Program is defined as a per capita reduction in negative environmental and community impacts. Specifically, this means that qualifying projects must produce a net zero increase in measurable negative impacts, *relative to projects allowed by the underlying zone*, for the entire project area. Furthermore, qualifying projects must:

- Generate positive environmental impacts by improving the quality of natural resources affected by the project such as water quality and quantity, soil fertility, plant and animal biodiversity, etc.
- Create affordable, healthy, high quality-of-life housing and/or work environments that improve the socioeconomic health and vitality of the region.

Application Requirements. Applications for approval of a sustainable living research site must contain all of the application materials as required by the City for a standard project as referenced in Section XXX. In addition to those, the following information is required:

Statement Regarding Proposed Research. Written statement and illustrations must describe how the proposed project meets the purposes of the SLRI, what the specific project objectives are, a schedule and duration for measuring and reporting the performance of the project to the City, what the proposed arrangements with a bonded organization and educational/research institution(s) are to monitor/measure and report the performance of the project to the City, and what proposed modifications to the standards and regulations required by this Title are requested. The proposed period of reporting project performance to the City must be at least 2 years, and the proposal must include the option for the City to renew the reporting period if the City determines that significant risk of future project non-performance still exists at the end of the current reporting period.

Housing. There are no restrictions on housing type to facilitate sustainable living. New residential should be designed such that buildings are able to utilize passive solar strategies and renewable energy production. Recycling of rainwater and reuse of grey-water for landscape watering and irrigation is encouraged.

Development Schedule. A preliminary development schedule, indicating the sequence and timing of development and the priorities of any phased development.

Parking Plan: A transportation demand management plan that demonstrates a reduction on the reliance on fossil fuels and vehicle miles traveled. Parking requirements should be reviewed for opportunities to reduce parking in order to reduce impervious cover, improve the appearance of nonresidential sites and encourage car sharing, walking, bicycling and use of public transportation.

Density Allocation and Open Space Calculation: Increased development density is permissible where sustainable building design techniques and/or innovative co-housing designs are utilized that yield no net increase in negative impacts on public infrastructure, such as power, water, and traffic/parking impacts. Community gardens qualify as open space under this Program. Food gardens in front and side yards are encouraged.

Other Information. Any other information deemed necessary by the Zoning Administrator to ascertain if the project meets the requirements of the Sustainable Living Research Initiative.

Flexibility to Improve Performance. In order to provide flexibility to improve project performance, changes from underlying zoning code include, but are not limited to:

- Unit density and quantity;
- Floor area Ratio (FAR)
- Parking requirements and access;
- Mixed uses;
- Additional residential units;
- Tiny Houses (stand alone);
- Micro Units (integrated within a larger building with shared resources);
- Flexible setback delineations and uses;
- Cluster development;
- Onsite wastewater systems (as permitted by other agencies);
- (Non) connection to public sewer and water; (as permitted by other agencies);
- Stormwater management (as permitted by other agencies);
- Onsite food and goods production (as permitted by other agencies).

Required Findings. A Sustainable Living Research project may only be approved if all of the following findings are made:

- The project will embody “sustainability” as defined by this program, specifically the project will:
 1. Generate positive environmental impacts by improving the quality of natural resources affected by the project such as water quality and quantity, soil fertility, plant and animal biodiversity, etc.
 2. Create affordable, healthy, high quality-of-life housing and/or work environments that improve the socioeconomic health and vitality of the region.
 3. Achieve the intent of the zone without increasing negative impacts. The following table (to be completed) gives the required impacts to be accounted for in the project proposal, and then measured and reported to the City once the project is built.

Requested Flexibility	Impacts to be accounted for
Density	energy use
	water use
	traffic demand
Parking	parked vehicles
	traffic demand
<i>Etc.</i>	

- The project will be monitored by a known/reputable organization with qualified research partners.
- The monitoring organization is sufficiently bonded with the City to motivate corrective action to complaints related to the project and/or non-performance of the project.
- The project proposal enumerates potential methods of adaptation should the project fall short of its stated goals, specifically how the project will be:
 - 1) Adapted in how it is used in order to comply with its performance goals, and if unsuccessful;
 - 2) Rebuilt in order to comply with its performance goals, and if unsuccessful;
 - 3) Removed and/or replaced with standard zone-approved element(s) if the project fails to meet its objectives within the period of time outlined by the research proposal.

- The deed to the project property carries the condition of bonding with the known/reputable organization to ensure continued project oversight if property ownership changes.

Increased Permitting Efficiency. Increased permitting efficiency for projects applying under the SLRI Program may be achieved through the following:

- Reduction of uncertainty of project impacts through clearly stated performance objectives may reduce the time required for discretionary review of SLRI Program projects.
- A **Sustainable Living Research Committee** is hereby chartered for the purpose of advising the Zoning Administer and Planning Commission on the feasibility of proposed SLRI Program projects. The Sustainable Living Research Committee is comprised of City staff, Planning Commission Members, Architectural Board of Review Members, Historic landmark Commission Members, and local experts in development and sustainable design, who are collectively interested in advancing the state-of-the art in sustainable development. SLRI Program applicants are required to conduct a project concept review with the Sustainable Living Research Committee prior to submitting a formal project proposal. Continuity of communication between the Sustainable Living Research Committee, City staff, and the Planning Commission, is intended to support a clear understanding of the performance objectives of the project, and the means by which project performance will be measured and guaranteed to the City. All Sustainable Living Research Committee meetings shall be open to the general public.

Education and Training. The City shall conduct at least one training workshop per year for the purpose of educating potential or current Program participants about the SLRI Program.

Program Review.

- 1) **Staff Review.** The City shall provide for a review of the Program to determine the need for changes in the Program to increase its effectiveness.
- 2) **Frequency.** The Program shall be subject to review one year after the effective date of this ordinance and thereafter at a frequency of not more than once per year.
- 3) **Purpose.** The purpose of reviewing the SLRI Program includes but is not limited to updating Program incentives, recommending Program changes to Santa Barbara, and reviewing suggestions made by Program participants.

Helen Gannon

Subject: RE: Section E of Community Assembly

From: dougjml5@aol.com [<mailto:dougjml5@aol.com>]

Sent: Thursday, March 17, 2016 9:45 AM

To: Anne Wells; jcarman@cityofgoleta.com

Subject: Section E of Community Assembly

Hi Anne and Jennifer,

Thank you for your consideration regarding item E. After listening to the Commissioners we believe that E. should be eliminated for religious institutions.

Two of the Commissioners directly expressed that position, a third implied it by saying community assemblies and religious institutions should be separated. Another Commissioner did not express an opinion.

We are concerned about the Chairman who talked about an Administrative permit. The ministers are opposed to that option, since it still allows government to interfere with religious worship. We do not believe this option should be on the table in your revisions since only one person expressed it.

Yesterday, was the Clergy meeting in Santa Barbara and the first thing on the agenda was this item. The clergy in the greater SB area are to the person dumb founded that this could even be an issue.

Thanks again for listening to our concerns and we are confident you will do the right thing for the faith community.

Rev. Doug Miller

From: Cecilia Brown [mailto:brownknight1@cox.net]
Sent: Friday, March 18, 2016 12:43 PM
To: Eric Onnen; Ed Fuller; Katie Maynard; Greg Jenkins; Brent Daniels
Cc: Wendy Winkler; brownknight1@cox.net
Subject: Chapter 17.41 Sign Ordinance Additional information March 21 pc meeting

Dear Chair Onnen and Planning Commissioners:

I was a former member of the DRB sign subcommittee and when we reviewed signs for Old Town it was a challenge where there are many buildings, some with multiple tenants, some with no street frontage and older buildings with more frontage windows than building frontage. The sign ordinance doesn't address these circumstances found in Old Town. On a recent walking tour of Old Town, my memories were confirmed of these issues and how the DRB attempted to address them for applicants, but the signage solutions haven't really worked. And several goals of the sign ordinance, the primary one of enhancing the city's appearance by regulating the character, location, number, type, quality of materials, size and maintenance of signs will be difficult to meet because the community of Old Town shopkeepers has turned to much illegal signage to promote their businesses. Enforcement of the sign ordinance in Old Town, should the city ever choose to "clean up the signage landscape" of Old Town will be very difficult for both the city and the merchants. The sign ordinance works for other parts of the city, but not so much for Old Town. I have several specific comments below, but I ask that you consider a separate section in the sign ordinance for Old Town to address the special needs of that community.

1. The proposed window sign requirement for no more than 10% of window to be covered with signs will be a big issue Old Town where there are many windows covered with many signs (some internally and some externally) with some completely covered (e.g., O'Reilly's Auto parts), and with some windows having signs painted on windows, all well exceeding the 10%. Should the city start enforcing their sign ordinance, this requirement will affect most of the Old Town merchants. Has any consideration been given for having a different standard for Old Town for window signs, where the standard being proposed seems better suited for an area like the Fairview Shopping Center and other big box shopping centers with buildings designed specifically to accommodate the kinds of signs envisioned in the ordinance and fewer windows on building facades?

The sign ordinance text p. iv-163 states a wall sign "either hung within two feet of a window or attached to a display located within two feet of a window..."). In the definition section, the allowance is for the window sign to be hung within 12 inches of the window. Which is it? This internal inconsistency must be fixed.

2. There are many pole signs (freestanding signs) in Old Town. The ordinance isn't clear about re-facing internally illuminated cabinet signs (which all these signs are) on poles (the definition of non-conforming is of no help in this case) and whether this increases the non-conformity.. The attachment provides language from another jurisdiction to make the information clearer in the ordinance. I recommend the planning commission adopt similar language so that applicants making inquiries about what they can do with their pole signs have certainty.

Recommended additional language for Section 17. 41.120 Non-conforming signs

<http://www.codepublishing.com/WA/Bremerton/html/Bremerton20/Bremerton2052.html#20.52.180>

Maintenance and Repair of On-Premises Signs. Any nonconforming on-premises sign shall immediately lose its legal nonconforming designation, and be removed or brought into conformity with the provisions of this chapter, when one (1) or more of the following events occur:

- (1) Alterations to Sign.
 - (i) If alterations are made to the sign that exceed twenty-five (25) percent of the replacement cost of the sign, it shall lose its nonconforming status; or
 - (ii) For freestanding signs, refacing the sign with a new message is permitted; however, if the cabinetry housing the sign is removed, or is intended to be replaced, the sign shall lose its nonconforming status; or
 - (iii) In no case shall an on-premises sign be permitted to be expanded or enlarged.
- (2) Alteration to Associated Business or Site. Should a business with a nonconforming sign undergo remodel or site improvements, the sign shall lose its nonconforming status under any of the following circumstances:
 - (i) The on-site renovation, construction, or other site improvements exceed seventy-five (75) percent of the assessed improvement value of the site; or
 - (ii) On-site construction/improvements costs exceed fifty thousand dollars (\$50,000).

**Chapter 20.52
SIGN STANDARDS**

Sections:

20.52.010 INTENT.

20.52.020 APPLICABILITY.

20.52.030 SIGN PERMIT.

20.52.040 EXEMPT SIGNS.

20.52.050 PROHIBITED SIGNS.

20.52.060 SIGN MEASUREMENTS.

20.52.070 SIGN PLACEMENT REQUIREMENTS.

20.52.080 TEMPORARY SIGNS.

20.52.085 POLITICAL SIGNS.

20.52.090 GENERAL SIGN REGULATIONS.

20.52.100 COMMERCIAL DISTRICTS SIGN REGULATIONS.

20.52.110 AUTO DEALERSHIP SIGN REGULATIONS.

20.52.120 RESIDENTIAL DISTRICT SIGN REGULATIONS.

20.52.130 SPECIAL PURPOSE SIGN REGULATIONS.

20.52.140 DOWNTOWN AND CENTERS SIGN REGULATIONS.

20.52.150 VARIATIONS TO SIGN REGULATIONS.

20.52.160 PORTABLE SIGNS.

20.52.180 NONCONFORMING SIGNS.

20.52.190 GOVERNMENT ACQUISITION OF PROPERTY FOR RIGHT-OF-WAY.

20.52.200 REMOVAL OF SIGNS.

20.52.010 INTENT.

The intent of the sign requirements chapter is to recognize the importance of signs in the community and establish regulations to protect the public from damage or injury attributable to distractions and obstructions caused by poorly designed or improperly located signs. These regulations are also intended, in part, to stabilize or enhance the overall appearance of the community, and to protect property values. This chapter is intended to regulate the number, size, placement and physical characteristics of signs and sign structures. These regulations are not intended to and do not restrict, limit or control the content of any sign message. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.020 APPLICABILITY.

These regulations shall apply in all zoning districts and may be subject to additional requirements of certain districts, or to state regulations. In cases of conflict, the most stringent requirement shall prevail. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.030 SIGN PERMIT.

(a) Permit Required. No sign shall be placed, erected, or displayed without first obtaining a sign permit unless exempt under BMC [20.52.040](#).

(b) Removal of Nonconforming Signs. A property containing a nonconforming sign shall not be allowed a new or additional sign on the property until the nonconforming sign is removed or brought into conformance with the requirements of this chapter and the underlying zone.

(c) Permit Application. An application for a sign permit shall include the following:

- (1) Signature of the property owner or their designated agent;
- (2) Site plan drawn to scale showing existing buildings, streets, freestanding and building signs, utility poles, and other structures within fifty (50) feet of the proposed sign;
- (3) Elevation drawings of the structural details of the proposed sign including dimensions, height, illumination methods and structure supports; and
- (4) Landscaping plan showing planting materials and patterns. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.040 EXEMPT SIGNS.

The following signs are exempt from the provisions of this chapter, but may be subject to other provisions of the zoning code or building code:

- (a) Traffic signs, signals, wayfinding signs, and other traffic control devices erected by the City or other public authority.
- (b) Public notices pertaining to public health or safety issues, or for notification of legal or legislative action erected by the City or other public authority, of a temporary nature.
- (c) Permanent plaques, cornerstones, nameplates, and other building identification markings attached to or carved into the building materials and which are integral parts of the structure.
- (d) Signs within buildings, provided they do not include moving, flashing or animated signs that are visible from any private or public roadway, or from adjacent properties.
- (e) Legal nonconforming signs.
- (f) Incidental signs intended for public information or convenience and which consist of no more than ten (10) square feet for a combination of such signs. These may include restroom signs, hours of operation signs, address numbers, help wanted, credit card signs, and similar.

- (g) The American flag, State of Washington flag, and other political or special purpose flags that are not intended to contribute to a commercial advertising display.
- (h) Wall graphics of an artistic nature and that do not conform to the definition of "sign."
- (i) Public information/identification approved through a conditional use permit process pursuant to BMC [20.58.020](#).
- (j) Real estate signs for sale of single-family dwelling units.
- (k) Temporary construction and on-site real estate development marketing signs, provided they are removed prior to occupancy approval of the building.
- (l) Political signs meeting the provisions in BMC [20.52.090](#). (Ord. 5263 §3 (part), 2014; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.050 PROHIBITED SIGNS.

The following signs are prohibited within the City limits of Bremerton and shall be subject to removal through amortization or other means:

- (a) Strobe lights or any other flashing, moving or animated features that are visible beyond any property line.
Readerboard or message center signs that change copy no more frequently than at two (2) second intervals, and time/temperature signs are exempt from this provision.
- (b) Pole signs in all zones except the freeway corridor (FC) zone and the industrial (I) zone.
- (c) Private signs placed within a public right-of-way, except a projecting sign may be permitted over a sidewalk if a clearance of at least eight (8) feet is maintained between the sidewalk and the bottom of the sign.
- (d) Any sign that is determined by the City Engineer to be a hazard to public safety due to its design, materials, physical condition, or placement.

- (e) Signs painted, attached to, or otherwise supported by rock formations, utility poles, trees or other plant materials.
- (f) Bench signs, when installed within the public right-of-way. When on private property, the size of a bench sign will be counted toward the total allowable sign area.
- (g) Portable signs within the public right-of-way except portable signs per BMC [20.52.160](#).
- (h) Off-premises signs including billboards, but not including co-op signs or portable signs where permitted.
- (i) Product signs, other than those at a franchise business identifying the franchise product. (Ord. 5263 §3 (part), 2014: Ord. 5249 §6, 2014: Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.060 SIGN MEASUREMENTS.

- (a) The area of sign faces shall be measured as the area bounded by any six (6) straight lines intersecting at right angles, and shall include any surrounding frames or cabinet edges.
- (b) Sign area does not include supports, foundations or structures that are not part of the sign.
- (c) Only one (1) side of a double-faced sign is counted in the sign's total area.
- (d) Multiple copy signs or shopping center signs consisting of several individual signs on the same support structures are calculated as the total of all individual sign components.
- (e) A round or cylindrical sign is calculated as the maximum area that can be seen at one (1) time from one (1) position, or fifty (50) percent of the total area, whichever is greater.
- (f) The height of a sign is measured from grade, as defined, to the highest point of the sign.
- (g) Sign clearances are measured from grade directly below the sign to the bottom of the sign or sign frame.
- (h) Street corner signs (at an intersection) shall be assigned to one (1) of the frontages by the applicant and shall conform to the requirements of that frontage only.

- (i) Portable signs shall be calculated as part of the total freestanding sign area available to the site. (Ord. 5263 §3 (part), 2014; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.070 SIGN PLACEMENT REQUIREMENTS.

(a) All signs, including supporting structures, shall be erected or placed totally within the boundaries of the site and not within any public right-of-way, except for the following:

- (1) Public authority and other traffic-related signs;
- (2) Temporary banner signs advertising a public event, which meet City approval;
- (3) Approved signs overhanging public walkways; and
- (4) Approved portable signs per BMC [20.52.160](#).

(b) A vision clearance setback shall be maintained of at least fifteen (15) feet from the edge of all private and public roadways, alleys and driveway intersections.

(c) A vision clearance setback shall be maintained of at least ten (10) feet from the edge of existing or planned roadways. Signs may be allowed within the clear-vision setback if:

- (1) A pole sign is allowed by the zone;
- (2) The top of the sign is three (3) feet or less above the grade;
- (3) The bottom of the sign is eight (8) feet or greater above the grade; or
- (4) The posts and support structure have a diameter no greater than twelve (12) inches within this area.

(d) A pedestrian clearance is required for any projecting sign (8) feet above grade or sidewalk as measured to the bottom of the sign.

(e) A projecting sign may extend over a public right-of-way or public pedestrian walkway up to six (6) feet past the

property line, but in no case shall the sign extend over a street or other area used by motor vehicles.

(f) The setbacks for freestanding signs may be reduced to zero (0), provided the sign complies with the vision clearance requirements.

(g) Freestanding signs shall not extend beyond property lines. (Ord. 5249 §7, 2014; Ord. 5046 §5, 2008; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.080 TEMPORARY SIGNS.

All temporary signs are subject to the placement, size, and height requirements of this chapter, and the requirements set forth in the underlying zone. Additionally, the following requirements shall apply:

(a) The sign area of individual temporary signs shall not exceed thirty-two (32) square feet; except a banner may be permitted with a sign area of up to one hundred (100) square feet.

(b) The maximum height of a temporary sign is six (6) feet, except a banner may be allowed a maximum height of twenty (20) feet.

(c) Signs may be displayed for a period not to exceed sixty (60) days. Any time a temporary sign is removed by a business, it shall not be replaced by the same or other temporary sign for a period of not less than ninety (90) consecutive days.

(d) Temporary signs meeting the following standards are exempt from the requirements of BMC [20.52.030](#) and BMC [20.52.090](#) through [20.52.140](#):

(1) The sign is displayed for a period of seven (7) days or less;

(2) The area of the sign is twenty-four (24) square feet or less; and

(3) The height of the sign is six (6) feet or less.

(e) Temporary signs shall not be permanently attached to the ground, a building, or to any other structure, other than

what is necessary to secure it to prevent theft, wind damage or safety problems.

(f) Advertising wind signs or devices that flutter, wave, sparkle, or otherwise move from the pressure of the wind are permitted for specific promotions or events but shall not be permanently displayed. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.085 POLITICAL SIGNS.

Political signs identify candidates or issues in upcoming elections and/or they may express noncommercial speech such as religious, political, social, or other philosophical messages. The content of such signs are not regulated, but are subject to the following requirements:

(a) The sign area of political signs shall not exceed thirty-two (32) square feet.

(b) The maximum height of a political sign shall be six (6) feet.

(c) Political signs advertising a candidate or issue in an upcoming election shall be removed within fourteen (14) days after the general election.

(d) Political signs that do not comply with the requirements of this section shall be subject to the permit requirements, sign area, setback and other provisions of this chapter. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.090 GENERAL SIGN REGULATIONS.

The following regulations apply to signs in all zone districts:

(a) Vision Clearance. Signs shall conform to the clearance requirements of BMC [20.52.060](#).

(b) Extension Above Rooftop. No sign that is attached to a building shall extend above the highest point of the roof, except that in the DC, DW, and BC zones, up to fifty (50) percent of the area of a wall sign that is integrated into an architectural facade design element to define the primary entry to the premises may project above the parapet of a flat roof; provided, that all components of the sign are only visible to public view on the primary entry side of the building.

(c) Window Signs. Signs placed on the inside of windows and directed toward the outside of a building shall be included in the total sign area calculations.

(d) Canopies and Awnings. Signs placed on projecting canopies and awnings, whether lighted or not, shall be calculated only for the area of the canopy or awning taken up by the sign itself.

(e) Landscaping. All freestanding signs shall have a landscaped island at the base of the sign equal to, or greater than, the sign area. (Ord. 4971 §12, 2006; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.100 COMMERCIAL DISTRICTS SIGN REGULATIONS.

The following standards shall apply to signs placed on property zoned commercial:

(a) Freestanding Signs.

(1) No use or combination of uses on a single lot or building shall have more than one (1) freestanding sign per street frontage, with the following exceptions:

(i) Parcels with five hundred (500) feet of continuous frontage may have one (1) additional sign.

(ii) Co-Op Signs. See subsection (d) of this section.

(2) Maximum Height and Design. Freestanding signs shall comply with the height and design requirements set forth in Figure 20.52(a).

(b) Building Signs.

(1) Commercial Uses. The building sign standards shall be in accordance with the following:

(i) Sign Area. Signs attached to a building may have an aggregated area that shall not exceed two (2) square feet for each one (1) lineal foot of building facade width.

(ii) Maximum Sign Size. A building sign attached individually shall not exceed one hundred (100) square feet in area, except it may exceed the maximum if the total sign area is less than ten (10) percent of the total building facade area.

(2) Industrial Uses. The building sign standards for industrial uses and other uses not engaged in the sale of goods or services to the public shall be in accordance with the following:

(i) Sign Area. The maximum aggregated area for all building signs attached to a single building shall be one hundred (100) square feet.

(3) Number of Signs. There is no limit to the number of individual building signs, provided the maximum aggregated sign area is not exceeded.

(4) Illumination. Signs may be illuminated directly, indirectly, or internally, provided the lighting is directed away from other land uses, and away from oncoming traffic.

(c) Shopping Center or Professional Complex. A shopping center, professional office complex, or similar large multiple-occupancy development may have an identification sign to a maximum size of three hundred (300) square feet placed along one (1) street frontage, provided the parcel has an area of at least eight (8) acres, and the sign is no closer than one hundred (100) feet from an adjacent property on the same side of the street.

(d) Co-Op Signs. A co-op sign is intended to permit businesses that do not have street frontages on Kitsap Way or Wheaton Way a reasonable opportunity to advertise. A co-op sign transfers the right to place a freestanding sign from the nonfronting parcel to the parcel with street frontage on Kitsap Way or Wheaton Way. Co-op signs may be permitted in the following circumstances:

(1) The parcel fronting Wheaton Way or Kitsap Way shall have at least one hundred (100) feet of continuous street frontage on Wheaton Way or Kitsap Way; and

(2) The parcels (fronting and nonfronting) must share a property line; and

(3) The nonfronting business shall not have a property line fronting Wheaton Way or Kitsap Way; and

(4) A parcel fronting Kitsap Way or Wheaton Way shall be permitted one co-op sign, not to exceed one hundred (100) square feet; however, the co-op sign may contain signage for more than one (1) nonfronting business; and

- (5) In the event that the fronting and nonfronting parcel(s) elect to share a single freestanding sign, a twenty-five (25) percent bonus in square footage is permitted, provided:
- (i) The shared sign is the only permitted freestanding sign on the fronting and nonfronting parcels, except as provided in subsection (d)(7)(i) of this section.
 - (ii) The sign does not exceed the fifteen (15) foot maximum height.
- (6) The nonfronting parcel is limited to one (1) co-op sign on Kitsap Way or Wheaton Way; and
- (7) The nonfronting parcel will transfer the right to develop a freestanding sign on the nonfronting parcel to the parcel fronting Kitsap Way or Wheaton Way;
- (i) The nonfronting parcel may place a directional sign at each entrance, not to exceed ten (10) square feet in size.
- (8) The owners of both the fronting parcel and the nonfronting parcel shall record a "Notice to Title" prepared by the Department recognizing the presence of a co-op sign with the Kitsap County Auditor when required by the Department. The notice shall be notarized and the applicant must submit proof that the notice has been legally recorded before the sign permit is issued. (Ord. 5263 §3 (part), 2014; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.110 AUTO DEALERSHIP SIGN REGULATIONS.

This section applies within the freeway commercial zone designation.

- (a) No provisions under this section shall be interpreted to preclude other provisions of this chapter that are applicable to a given property or proposal.
- (b) In addition to the other standards prescribed in this chapter, a dealership group may erect one (1) automobile dealership district sign subject to the following requirements:
 - (1) A dealership group is two (2) or more franchises under common ownership;

- (2) The automobile dealership district sign shall be limited to identifying the dealership group and the brands of vehicles sold in the group;
- (3) The total area of the sign shall not exceed fifty (50) square feet for each dealer franchise in the group (example: a dealership group with two (2) dealer franchises would be allowed an automobile dealership district sign of up to one hundred (100) square feet);
- (4) The maximum total sign area in no case shall exceed one hundred fifty (150) square feet if the sign is a pole sign, or two hundred (200) square feet if it is a monument sign;
- (5) The square footage of the sign shall be deducted from the total aggregated signage allotted to the parcel on which the sign is placed;
- (6) The sign can only front on a City arterial street;
- (7) A master signage plan is required to be submitted prior to issuance of the sign permit showing the location and area of all signage of all the dealerships within the dealership group. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.120 RESIDENTIAL DISTRICT SIGN REGULATIONS.

The following regulations apply to properties in residential zones:

(a) Freestanding Signs.

(1) Entrance Signs. One (1) freestanding sign may be permitted at each street entrance to a neighborhood, subdivision, manufactured park, apartment/condominium complex, or other homogeneous residential area, provided:

- (i) The sign specifically identifies the development only;
- (ii) The sign area is fifty (50) square feet or less.

(2) Multiple-Family Developments. A residential development having four (4) or more dwelling units may have

one (1) permanent freestanding sign per street frontage, provided the total sign area does not exceed four (4) square feet.

(3) Individual Properties. Each residential property may have one (1) freestanding permanent sign that shall not exceed two (2) square feet in sign area.

(4) Height. Freestanding signs shall have a maximum height of six (6) feet as measured from grade directly below the sign to the highest point on the sign or its support structure.

(b) Building Signs.

(1) The freestanding sign limitations prescribed in subsections (a)(1) through (3) of this section may be applied to building signs in lieu of freestanding signs.

(c) Resident name plaques and address numbers shall not be included in total sign area calculations, but shall be limited to a size and character of other such signs in the immediate neighborhood.

(d) Advertising wind signs or devices that flutter, wave, revolve, or sparkle, or are otherwise moved by the wind are prohibited. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.130 SPECIAL PURPOSE SIGN REGULATIONS.

Special purpose signs, for uses such as churches, schools, and parks, shall comply with the requirements for the commercial zone as prescribed in BMC [20.52.100](#). When a sign that is not otherwise regulated by this title is located in the low density residential zone, the special purpose sign regulations shall apply. In addition, the following shall apply:

(a) Freestanding Signs.

(1) Sign Area. The maximum area of a freestanding sign shall be limited to fifty (50) square feet.

(2) Number of Signs. Only one (1) freestanding sign is allowed per each street frontage.

(3) Height. The height of a freestanding sign shall not exceed six (6) feet.

(b) Building Signs.

(1) Sign Area. The aggregate area of all building signs, projecting signs, and other signs attached to buildings shall not exceed one hundred (100) square feet.

(2) Number of Signs. There is no limit to the number of individual building signs, provided the maximum aggregated sign area is maintained.

(c) Illumination. When located within the low density residential zone, the sign shall not be illuminated between the hours of 10:00 p.m. and 7:00 a.m. (Ord. 5249 §8, 2014: Ord. 4971 §13, 2006: Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.140 DOWNTOWN AND CENTERS SIGN REGULATIONS.

The following standards shall apply to signs in the downtown core (DC), downtown waterfront (DW), business core (BC), and in the center zones: neighborhood center core (NCC), district center core (DCC), and employment center (EC):

(a) Freestanding Signs.

(1) Sign Area. The requirements prescribed in BMC [20.52.100\(a\)\(1\)](#) shall apply, except wide parcels shall be limited to only one (1) freestanding sign not to exceed one hundred (100) square feet.

(2) Spacing. Freestanding signs shall be no closer than twenty-five (25) feet from adjacent properties, except this may be modified by the Director where such factors as the width of the lot or the driveway access makes compliance impossible.

(3) Maximum Height and Design. Freestanding signs shall comply with the height and design requirements set forth in Figure 20.52(a).

(b) Building Signs. The requirements prescribed in BMC [20.52.100\(b\)](#) shall apply.

(c) Moving, flashing, or animated signs are prohibited in downtown and centers zones. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.150 VARIATIONS TO SIGN REGULATIONS.

(a) The Director shall have the authority to grant administrative approval for minor adjustments to sign heights, numbers of signs, sign placement, and sign size, provided:

(1) The adjustments do not exceed ten (10) percent of the basic requirement; and

(2) The adjustment is based on a hardship or problem with the site, existing building placements, or poor site visibility, and not based on economic factors or personal design preference.

(b) A request for adjustments beyond ten (10) percent shall be processed as a variance pursuant to BMC [20.58.030](#).

(Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.160 PORTABLE SIGNS.

Portable signs may be placed on sidewalks or portions of the pedestrian public right-of-way subject to the following conditions:

(a) A minimum four (4) feet of unobstructed sidewalk or pedestrian path must be maintained. A portable sign shall not be allowed on sidewalks with less than four (4) feet in width.

(b) Portable signs may not be placed in the driving lanes of a public street or in parking stalls on the public right-of-way.

(c) One (1) portable sign is allowed for any licensed business. The sign must be displayed immediately adjacent to the main entrance of the business employing the sign.

(d) Portable signs shall not exceed thirty-two (32) inches in width or thirty-six (36) inches in height as displayed.

(e) Portable signs shall be professionally lettered, neatly painted or assembled, and remain in good repair.

(f) Portable signs shall be constructed to avoid being blown from their intended location and to avoid tipping or falling.

(g) Portable signs shall not be internally lit, not have moving parts, nor shall any attachment or portion of the sign extend beyond the thirty-two (32) by thirty-six (36) inch maximum dimensions established in subsection (d) of this section.

- (h) Portable signs shall be displayed during daylight hours only and shall be removed by the business owner immediately after dusk each day.
- (i) Any site landscaping required by the City shall not be altered to accommodate a portable sign.
- (j) Portable signs shall not block intersections or otherwise constitute a public safety hazard.
- (k) Pursuant to Chapter [47.42](#) RCW and Chapter [468-66](#) WAC, placement of portable signs on the public right-of-way of SR 3, SR 303, SR 304, and SR 310 is prohibited.
- (l) Placement of portable signs on the public right-of-way in violation of this section will result in immediate removal of the sign from the public right-of-way by City personnel. (Ord. 5249 §9, 2014; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.180 NONCONFORMING SIGNS.

- (a) Applicability. This section applies to the maintenance, repair, as appropriate, and removal of nonconforming signs. "Nonconforming sign" means a sign that was legally established, but no longer conforms to the current sign standards of this title.
- (b) Maintenance and Repair of Off-Premises Signs. Any nonconforming off-premises sign shall immediately lose its legal nonconforming designation, and be removed or brought into conformity with the provisions of this chapter, when one (1) or more of the following events occur:
 - (1) Alterations to Sign.
 - (i) Any structural alteration to an off-premises sign shall result in the loss of its nonconforming status. This does not include replacing the sign's message or painting.
 - (ii) In no case shall an off-premises sign be permitted to be expanded or enlarged. Adding electronic components that move, flash, or change copy is not permitted.
- (c) Maintenance and Repair of On-Premises Signs. Any nonconforming on-premises sign shall immediately lose its

legal nonconforming designation, and be removed or brought into conformity with the provisions of this chapter, when one (1) or more of the following events occur:

(1) Alterations to Sign.

(i) If alterations are made to the sign that exceed twenty-five (25) percent of the replacement cost of the sign, it shall lose its nonconforming status; or

(ii) For freestanding signs, refacing the sign with a new message is permitted; however, if the cabinetry housing the sign is removed, or is intended to be replaced, the sign shall lose its nonconforming status; or

(iii) In no case shall an on-premises sign be permitted to be expanded or enlarged.

(2) Alteration to Associated Business or Site. Should a business with a nonconforming sign undergo remodel or site improvements, the sign shall lose its nonconforming status under any of the following circumstances:

(i) The on-site renovation, construction, or other site improvements exceed seventy-five (75) percent of the assessed improvement value of the site; or

(ii) On-site construction/improvements costs exceed fifty thousand dollars (\$50,000). (Ord. 5263 §3 (part), 2014; Ord. 5249 §11, 2014; Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.190 GOVERNMENT ACQUISITION OF PROPERTY FOR RIGHT-OF-WAY.

(a) A sign that becomes nonconforming with respect to its setback from the edge of a public right-of-way as a result of a local, state, or federal government acquisition of property for right-of-way expansion shall be characterized as a legal nonconforming sign and shall be allowed subject to the requirements of this section.

(b) The City may allow, by a Type II permit as prescribed in Chapter [20.02](#) BMC, the placement of a new sign or relocation of an existing sign within a required setback if it meets all of the following criteria:

(1) The enforcement of this code would result in substantial hardship to the applicant because no feasible location exists to place a sign on the subject property other than in a required setback, and such hardship was

created solely by local, state, or federal government acquisition of property for right-of-way expansion and not by any action of the applicant.

(2) The sign is not prohibited by BMC [20.52.050](#) and, except for location within a required setback, complies with all other requirements of this chapter.

(3) The sign complies with the City's minimum sight distance at intersection requirements pursuant to BMC [20.52.070](#).

(4) Location of the sign within a required setback is otherwise consistent with the public health, safety, and welfare. (Ord. 4950 §8 (Exh. A) (part), 2005)

20.52.200 REMOVAL OF SIGNS.

The sign user, owner and/or owner of the property on which an abandoned, dangerous, defective, illegal, or prohibited sign is located shall remove or cause to be removed any such sign as required in this chapter. Failure to comply shall subject the sign user, owner and/or owner of the property on which the sign located to the remedies and penalties of BMC [20.40.200](#). (Ord. 4950 §8 (Exh. A) (part), 2005)

Figure 20.52(a)

Freestanding Signs: Zone-Specific Size and Design Requirements⁴

Commercial Zones	Freestanding Sign Type	Max. Height ^{4, 5}	Max. Size ^{1, 2, 4}
Commercial Corridor (CC)	Monument only	8'	60 sq. ft.
Wheaton Way Redev. Corr. (WWRC)	Monument only	8'	60 sq. ft.
Neighborhood Business (NB)	Monument only	6'	60 sq. ft.
Limited Commercial (LC)	Monument only	8'	60 sq. ft.

Freeway Corridor (FC)	Any	35'	100 sq. ft. ³
Marine Industrial (MI)	Monument only	8'	100 sq. ft.
Industrial Park (IP)	Monument only	8'	100 sq. ft.
Industrial (I)	Any	25'	-
Institutional (INST)	Monument only	8'	60 sq. ft.
Downtown and Centers Zones	Freestanding Sign Type	Max. Height	Max. Size
Neighborhood Center Core (NCC)	Monument only	8'	60 sq. ft.
District Center Core (DCC)	Monument only	8'	60 sq. ft.
Downtown Core (DC)	Monument only	8'	60 sq. ft.
Downtown Waterfront (DW)	Monument only	8'	60 sq. ft.
Business Core (BC)	Monument only	8'	60 sq. ft.
Employment Center (EC)	Monument only	8'	60 sq. ft.

1. Larger signs for shopping centers or professional office complexes are allowable per BMC [20.52.100\(c\)](#).
2. Larger signs for auto dealership groups are allowable per BMC [20.52.110](#).
3. Freestanding sign size for special purpose zones not listed in this table is subject to the requirements of BMC [20.52.130](#).
4. Freestanding signs fronting Wheaton Way and Kitsap Way may increase the maximum height to fifteen (15) feet, and maximum area to one hundred (100) square feet, which is a permissible departure from the requirements listed in Figure 20.52(a).
5. The structure that the freestanding sign is attached to shall not be more than twenty-five (25) percent taller than the height of the sign as defined in BMC [20.52.060\(f\)](#).

(Ord. 5263 §3 (part), 2014; Ord. 5249 §12, 2014; Ord. 5046 §6, 2008; Ord. 4977 §7, 2006; Ord. 4950 §8 (Exh. A) (part),

2005)



From: joannmoore [<mailto:joannmoore@aol.com>]

Sent: Friday, March 18, 2016 10:51 PM

To: Anne Wells

Subject: Rv parking

TO GOLETA CITY COUNCIL AND PLANI GCOMMISSION: Many of us voted for cityhood because we didnt want santa barbara like regulations. Rvs,boats, atv etc are good clean family fun that should be encouraged not discouraged by making rules that cant be followed by hundreds or thousands of residents because home lots arent big enough and storage is not readily available anywhere close. When i see rvs, boats, trailers, atvs, etc in a driveway, i think there lives a family who loves having fun together. Goleta is made up of middle to low middle class working people who may only have 1 or 2 days off on a weekend, not enough time to go to oxnard or fillmore or elsewhere to pick up a boat or trailer, have a family outing, and take the item back. Not all of our residents can afford to take a family on a plane, rent a car, pay hotels, etc to have a vacation. Even with todays gas prices, it is cheaper to take a trailer to a closeby campground than pay for planes and hotels for a family. Why does goleta want to be family UNfriendly? We are not hoity-toity uppety people like many in Santa Barbara and Montecito; we are simple down to earth people who have lived here for 30-60 years and who want to quietly enjoy life and activities with our families. And i might add that many many many families have had rvs and trailors and boats in their driveways for all those years.

How many of the complainants are l-o-n-g time residents and how many are just short term residents who buy, intending to stay just a few years, and then flip their home so they can move to a higher class neighborhood. Are they the people who will be here for many years voting in goleta elections. This has all the indications that the council is being prodded by campaign donors who are out to make profits when flipping their homes. Please consider all the residents and voters, not just the rich ones. And for heavens sake, please consider all the children who enjoy the outdoor activities with their parents and granparents. Did any of you go fishing with yor granddad or dad? Wasnt it a special time and, after they passed, a wonderful childhood memory.

JOANNMOORE@AOL.COM

From: Masseybarb@aol.com [mailto:Masseybarb@aol.com]
Sent: Sunday, March 20, 2016 3:59 PM
To: Anne Wells; Brent Daniels
Subject: Comments on DZO Chapters 17.43-17.53

Anne and Commissioners,

I have attached my comments on Zoning Ordinance Chapters 17.43 to 17.53. I thought it was a good stopping point and didn't think you would have time to get beyond that point.

Barbara

581

Comments on Goleta Draft Zoning Ordinance, Chapters 17.43 – 17.53

It seems a waste of time to comment on 17.43 since it will be replaced with rewritten regulations. I will respond to the three questions. 1. No, to a simplified review. Fully concealed antennas should continue to have the same review. There are more considerations than appearance, such as health and safety issues. 2. The review process should be a Conditional Use Permit. 3. Some of the new “Faux” designed antennas would be acceptable.

17.44.030, There should be no exemption to permit requirements of Wind Energy Conversion Systems.

17.44.060, A., Modification of blade height should only be permitted when the applicant demonstrates that it will also not affect the noise level.

B., The separation distance should be a minimum of five to six blade diameters to any occupied structure.

C., It seems the bright orange or yellow covering on the guy wires only adds to the already intrusive appearance of the WECS.

H., I did not find any noise standards in this Chapter and they are certainly needed.

17.52.060, B. & C., These should be solely the responsibility of the Director.

H., K., & L., These should be the responsibility of the Planning Commission.

17.53.060, C.1.c., There should be no Alternative Method for Large Mailings. There has been a dramatic decline in newspaper readership. Few people get the Santa Barbara News-Press, our only daily newspaper, due to its editorial policy and treatment of employees. Not many people will see the notice if it is only in the Santa Barbara News-Press.

3.b., A number (3) needs to be added to deal with readability of the sign. Currently, the signs fade very quickly and are unreadable. They need to be made fade proof or be checked weekly and replaced when needed.

17.53.070, D., Individuals with shared concerns should not be required to select one or more spokespersons to present testimony on their behalf. We were promised by Mr. Dyett that this would be removed during the Module review on March 10, 2014.

17.53.110, A., Revisions of approved plans should be reviewed by the Planning Commission.

I have stopped at this point because I don't think the Planning Commission will get beyond this point at the March 21st workshop.

Barbara Massey
March 20, 2016

RECEIVED

MAR 21 2016

City of Goleta
Planning & Environmental Svcs.

Chapter 17.41 Signs

Sections:

- 17.41.010 Purpose
- 17.41.020 Applicability
- 17.41.030 Exempt Signs
- 17.41.040 Prohibited Signs
- 17.41.050 Sign Design Principles
- 17.41.060 General Provisions for All Sign Types
- 17.41.070 Standards for Signs by Districts
- 17.41.090 Standards for Specific Sign Types
- 17.41.100 Historic Signs
- 17.41.110 Master Sign Programs
- 17.41.120 Nonconforming Signs

Here are my suggestions for changes to the proposed revised sign ordinance. Thank you for your consideration

[Signature]
Fred Barbara
680-0288

17.41.010 Purpose

The purpose of this Chapter is to regulate signs as an information system that preserves and enhances the aesthetic character and environmental values of the City, its residential neighborhoods, its visitor-oriented uses, and commercial/industrial areas, while also providing an effective means for members of the public to express themselves through the display of signs. More specifically, this Chapter is intended to:

- A. Promote communications through signs that aid ^{wayfinding,} orientation and promote economic vitality;
- B. Maintain and enhance the City's appearance by regulating the design, character, location, number, type, quality of materials, size, illumination, and maintenance of signs;
- C. Limit commercial signage to on-site locations to ensure that signage is primarily used as identification in order to protect the City's aesthetic environment from the visual clutter associated with the unrestricted proliferation of signs, while providing channels of communication to the public;
- D. Restrict signs that may create a nuisance to nearby properties, violate privacy, or create hazards or unreasonable distractions for pedestrians or drivers; and
- E. Ensure that the constitutionally guaranteed right of free speech is protected.

17.41.020 Applicability

This Chapter regulates signs that are located or mounted on private property within the corporate limits of the City, as well as signs located or mounted on public property that are owned or controlled by public entities other than the City, over which the City has land use or zoning

authority. The provisions in this Chapter apply in all zoning districts of the City. No sign within the regulatory scope of this Chapter may be erected or maintained anywhere in the City except in conformity with this Chapter.

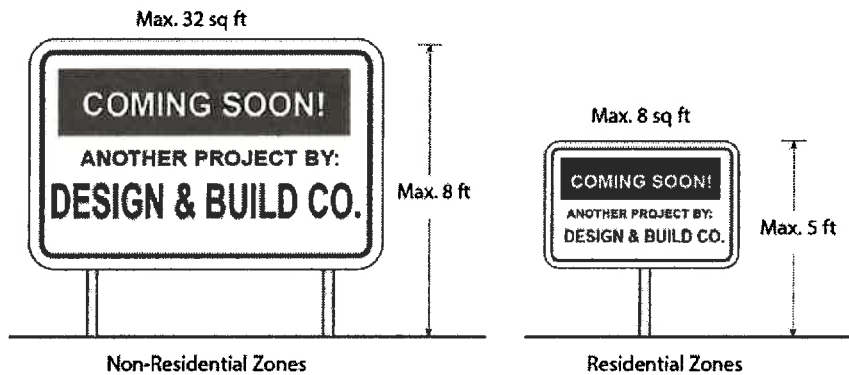
17.41.030 Exempt Signs

The following signs are exempt from the provisions of this Chapter.

Note: commercial speech on signs has the same rights as non-commercial speech & governmental speech

- A. **Address Signs.** Required address identification signs that are in conformance with the Building Code.
- B. **Change of Business Signs.** A temporary attachment or covering of wood, plastic, or canvas over a permanent sign indicating a change of ownership or activity may be displayed for no longer than 60 days following the change of ownership or activity for which the sign is intended. The sign must be no larger than the previously permitted permanent sign.
- C. **Commemorative Signs.** Commemorative plaques, memorial signs or tablets, or signs indicating names of buildings and dates of building erection, either attached to or cut into the surfaces of buildings, provided that no such sign exceeds three square feet in area.
- D. **Construction Signs.** A temporary construction sign may be erected on a construction site for the duration of construction activities, provided that it is immediately removed after issuance of a Certificate of Occupancy or Certificate of Completion for the project, or abandonment of work. A temporary construction sign may not exceed 32 square feet in area and eight feet in height within non-residential zones or eight square feet in area and five feet in height within residential zones.

FIGURE 17.41.030(D): CONSTRUCTION SIGNS



- E. **Directional Signs.** Directional and/or informational signage is allowed provided it is limited to outlining/assisting vehicle and/or pedestrian circulation within a site, egress,

ingress, and any public facilities such as restrooms, telephones, walkways, and other similar features.

F. **Directional Signs for Open Houses.** Up to three off-site signs directing the public to "open house" events for the viewing of lots, premises, dwellings or structures that are for sale, lease, or rent, are permitted on private land, provided they comply with the following standards:

1. No sign or signs exceeds four square feet in area, or three feet in height from finished grade.
2. The sign or signs may not be placed more than 12 hours before the start or remain more than 12 hours after the conclusion of the open house event.

G. **Equipment Signs.** Signs incorporated into permitted displays, machinery, or equipment by a manufacturer, distributor, or vendor and identifying or advertising only the product or service dispensed by the machine or equipment, such as signs customarily fixed to automated teller machines (ATMs) and gasoline pumps.

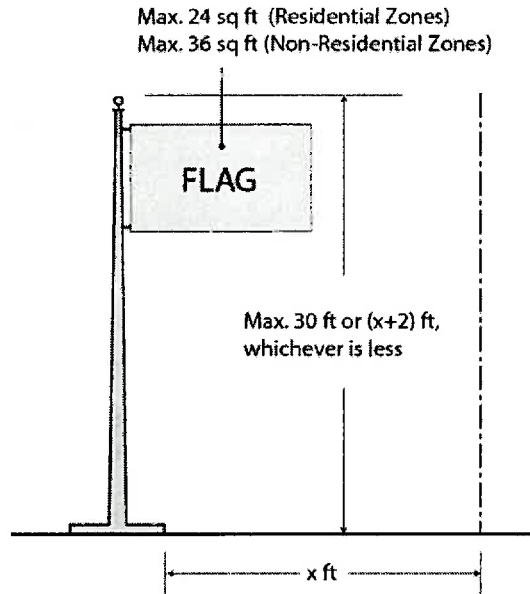
*3. May not be placed on public sidewalks**

H. **Flags.** Flags of a governmental entity or a civic, philanthropic, educational, or religious organization may be erected and located in accordance with the following standards:

1. **Location.** Flagpoles must not be located within any required street facing yard setbacks.
2. **Maximum Flagpole Height.** If a flag is on a flag pole, the pole height must not exceed 30 feet or the distance from the base of the pole to the closest lot line plus two feet, whichever is less.
3. **Maximum Size.** The maximum individual flag area on a lot is 24 square feet in R districts and 32 square feet in all other districts.

** Safety hazard*

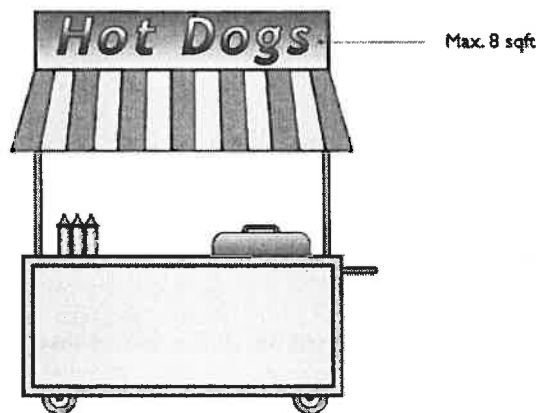
FIGURE 17.41.030(H): FLAGS



- I. **Government Signs.** Official notices issued by a court, public body, or office and posted in the performance of a public duty; notices posted by a utility or other quasi-public agency; signs erected by a governmental body to direct or regulate pedestrian or vehicular traffic; non-commercial bus stop signs erected by a public transit agency, or other signs required or authorized by law.
- J. **Informational Signs.** Non-commercial informational signs located wholly on private property, not exceeding two square feet in area, erected for the convenience of the public, such as signs identifying rest rooms, public telephones, walkways, and similar features or facilities.
- K. **Interior Signs.** Signs that are located in interior areas of a building or site and are not visible from public streets or adjacent properties. For the purpose of this regulation, "visible" means legible to a person of ordinary eyesight (with vision adequate to pass a State driver's license exam) standing at ground level at a location on the public right of way or other private property. *too restrictive, recommend a distance of 15-10' instead*
- L. **Historical Plaques.** Plaques, not to exceed two square feet, commemorating the site of a historical event, the residence or workplace of a historical figure, or a building whose architectural or historical character is recognized by the City as part of the City's cultural heritage.
- M. **Holiday Displays.** Holiday and cultural observance decorations on private residential property that are on display for not more than 45 calendar days per holiday per lot or use) and do not include commercial advertising messages.

- N. **Manufacturers' Marks.** Marks on tangible products, which identify the maker, seller, provider, or product, and which customarily remain attached to the product even after sale.
- O. **Menu Displays.** Menu display boards, not exceeding two square feet in area, mounted on a wall or in a window near the main entrance of establishments serving food to customers who eat on the premises. A-frame signs with menu displays may be permitted if they are located at the restaurant entrance outside of the public right-of-way and are moved from outside of the premise after the restaurant is closed.
- P. **Mobile Vendor Signs.** Signs fixed to mobile vending carts that identify or advertise the name, product, or service provided by the vendor. Each mobile vending cart is limited to a maximum sign area of eight square feet.

FIGURE 17.41.030(P): MOBILE VENDOR SIGNS

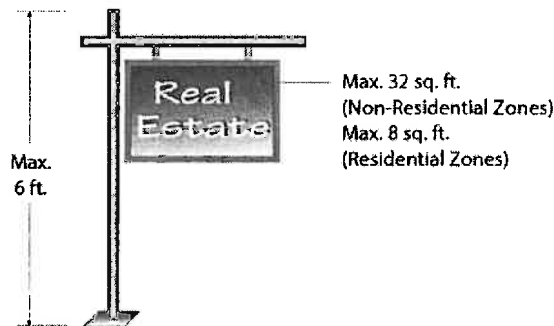


- Q. **Murals.** Murals that do not contain any advertising copy or function as advertising.
- R. **Newspaper Stands.** Signs that are part of newspaper stands, provided the sign area does not exceed six square feet.
- S. **On-Site Real Estate Signs.** On-premises signs conveying information about the sale, rental, or lease of the appurtenant lot, premises, dwelling, or structure, provided that they comply with the following standards:
1. The sign or signs are not illuminated;
 2. The sign or signs are removed within seven days after the sale, lease, or rental of the property has been completed; and

3. ***Freestanding Real Estate Signs.***

- a. No more than one real estate sign per public street frontage per lot is displayed at any one time;
- b. The sign or signs do not exceed an aggregate area of 32 square feet within non-residential zones or eight square feet in area within residential zones;
- c. The maximum height of the signs and supports is six feet;

FIGURE 17.41.030(S): ON-SITE REAL ESTATE SIGNS

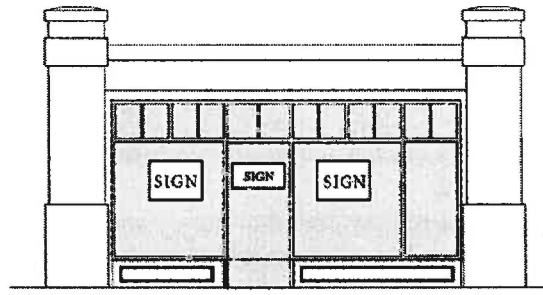


4. ***Wall Real Estate Signs.***

- a. Signs cannot exceed six square feet in area.
 - b. The maximum height of the signs is seven feet.
- T. **Special Event Sign.** A temporary sign with a maximum area of 40 square feet related to events of limited duration located on each street frontage. Special event signs must be removed within 24 hours of completion of the event.
- U. **Subdivision Signs.** A maximum of three unlighted double-faced temporary subdivision signs, not exceeding 40 square feet in area per display face and 15 feet in overall height, may be erected and maintained with a subdivision during sale of the lots. Such signs must be located within the subdivision and also be a minimum distance of 300 feet apart from each other. All subdivision signs must be removed at the close of escrow of the model complex houses.
- V. **Sponsorship Signs.** One sponsorship sign for each sponsor or one sign for all sponsors, which sponsor and contribute to the sports activities upon public premises, not to exceed 36 square feet in area per site, will be permitted for a period not to exceed one year preceding the event. Such sign must be removed within 15 days after the event.

- W. **Time and Temperature Devices.** Time and temperature devices, not taller in height than permitted signs or larger than 12 square feet, located wholly on private property and bearing no commercial message.
- X. **Vehicle and Vessel Insignia.** On street-legal vehicles and properly licensed watercraft: license plates, license plate frames, registration insignia, messages relating to the business of which the vehicle or vessel is an instrument or tool (not including general advertising) and messages relating to the proposed sale, lease, or exchange of the vehicle or vessel. The total area of such exempt signage must not exceed one square foot per lineal foot of length of the vehicle or watercraft.
- Y. **Window Signs.** Window Signs, whether permanent or temporary, subject to the following provisions:
1. In residential zones and on residential properties, one window sign not exceeding two square feet on any building façade.
 2. In non-residential zones, window signs not exceeding 10 percent of the area of window and transparent door frontage on any building façade. Any sign either hung within two feet of a window or attached to a display located within two feet of a window is considered a window sign and must be counted in determining compliance with this standard.

FIGURE 17.41.030(Y): WINDOW SIGNS



Sign coverage of total transparent facade surface:
 Residential Zones: 2 sq. ft.
 Non-Residential Zones: 10%

- Z. **Protected Non-Commercial Political and Free Speech Signs on Residential Uses.** Non-illuminated temporary signs displaying protected non-commercial messages that are no more than four feet in height and no more than six square feet in area may be displayed at any time. However, during the period of time beginning 60 days before a general, special, primary or runoff election, and ending 15 days after such election, the amount of display area may be doubled. All signage displayed under this Section must be removed

15 days after the corresponding election. Flags do not count toward the signage allowed under this provision. This display area allowance is in addition to that allowed under the message substitution provision of this Chapter.

- AA. **Protected Non-Commercial Political and Free Speech Signs on Non-Residential Uses.** On commercial, business, industrial, and manufacturing uses, non-illuminated temporary signs displaying protected non-commercial messages, a maximum of six feet in height and totaling no more than 25 square feet in area, may be displayed at any time. However, during the period of time beginning 60 days before a general, special, primary, or runoff election, and ending 15 days after such election, the amount of display area may be doubled. Flags do not count toward the signage allowed under this provision. This display area allowance is in addition to that allowed under the message substitution policy.

17.41.040 Prohibited Signs

Unless otherwise permitted by a specific provision of this Chapter, the following sign types are prohibited in all zones:

- A. **Animated and Moving Signs.** Signs that blink, flash, shimmer, glitter, rotate, oscillate, move, or which give the appearance of blinking, flashing, shimmering, glittering, rotating, oscillating, or moving. This provision does not apply to holiday lights and signs using digital display technology, such as LED (light emitting diodes) or functionally equivalent display methods, which are permitted, subject to the regulations of this Chapter.
- B. ~~BA~~ **Banners, Balloons, Inflatable Signs, Streamers, Pennants and Other Attention-Getting Devices.** Banners, balloons, inflatable signs, streamers, pennants, flags, and other attention-getting devices, made of light-weight fabric or similar material, designed to rotate or move with the wind, that direct, promote, or that are otherwise designed to attract attention.
- C. **Cabinet or Can Signs.** Internally lit cabinet and can signs.
- D. **General Advertising (for Hire).** Temporary or hand-held signs that publicize or promote other businesses or causes using methods of advertising (in contrast to self-promotion, on-site sales, or on-site advertising). General advertising is also known as advertising for hire.
- E. **Light Bulb Strings.** External displays which consist of unshielded light bulbs, festoons, and strings of open light bulbs.
- F. **Mobile Billboards.** Any sign carried or conveyed by a vehicle for the primary purpose of general advertising for hire, excluding signs on taxis and buses.

too restrictive! This is the better type of sign in some instances.

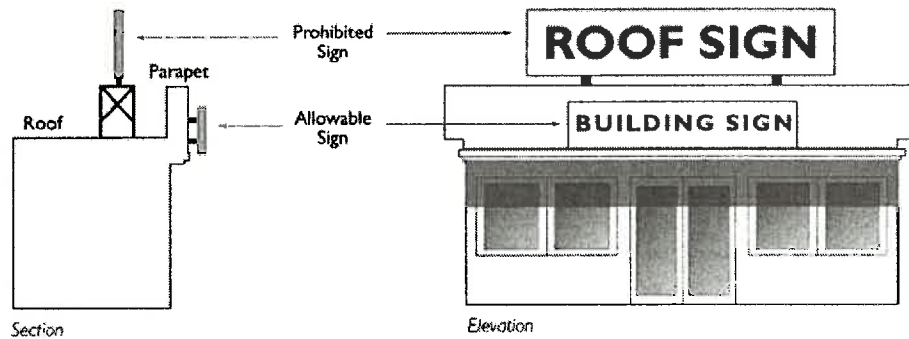
Banners are not an 'attention-getting device' but a method of providing temporary signage in a cost-effective manner. Consider temporary permits and/or time limits.

FIGURE 17.41.040(F): MOBILE BILLBOARDS



- G. **Permanent Outdoor Signs Displaying Off-Site Businesses.** Permanent structure signs displaying general advertising for hire.
- H. **Portable Signs.** Portable signs are prohibited in all zones.
- I. **Signs Located in the Public Right-of-Way.** Other than official government signs or warning signs required by law, no inanimate sign can be placed in median strips or islands, on sidewalks, trees, retaining walls, bridges, benches, traffic signals, public fences, poles or utility equipment, street lighting, or utility poles or on traffic signs or traffic sign posts or supporting structures, or on utility poles or anchor wires or guy wires.
- J. **Signs Affixed to Trees.** No sign can be affixed to or cut into any tree or other living vegetation.
- K. **Signs on Terrain.** No sign may be cut, burned, marked, or displayed in any manner on a cliff or hillside.
- L. **Signs of Certain Materials.** Signs cannot be made of lights, roofing, siding, paving materials, flora, or balloons, or any other similar building, landscaping, or decorative component.
- M. **Roof Signs.**
 - 1. Attached signs that extend above the roofline or parapet (whichever is higher) of a building with a flat roof.
 - 2. Attached signs that extend above the deck line of a mansard roof.
 - 3. Signs on rooftop structures, such as penthouse walls or mechanical enclosures.

FIGURE 17.41.040(M): ROOF SIGNS



N. **Search Lights and Klieg Lights.** When used as attention-attracting devices for commercial or special events or commercial film-making.

O. **Signs Creating Traffic Hazards or Affecting Pedestrian Safety.** Signs must not be placed or located in such a manner as to constitute a safety hazard or to impede the public use of the public right-of-way.

1. Signs placed, mounted, erected, or installed in any manner that obstructs use of any door, window or fire escape;
2. Signs mounted or displayed in such a manner that blocks or impedes the normal pedestrian use or public sidewalks. A minimum unobstructed width of four feet must be maintained on sidewalks at all times.
3. Signs located in such a manner as to constitute a traffic hazard or obstruct the view of traffic, any authorized traffic sign, or signal device;
4. Signs that may create confusion with any authorized traffic sign, signal, or device because their color, location, or wording, or use of any phrase, symbol, or character interferes with, misleads, or confuses vehicular drivers in their use of roads or conflicts with any traffic control sign or device;
5. Signs within five feet of a fire hydrant, street sign, or traffic signal.
6. Sign at or near any street intersection that will obstruct the free and clear vision of drivers and pedestrians. Other than traffic control signals, no sign can be installed in the visibility triangle at intersections, extending horizontally 15 feet from the corner of the intersection and vertically, from a height of three feet to a height of eight feet.

10' is adequate

P. **Signs for Prohibited Uses.** A sign displaying a commercial message promoting a business that is a prohibited use and has not been established as a legal nonconforming use.

- Q. **Signs on Public Property.** No sign, or supporting sign structure, may be erected in the public right of way, including portable A-frame signs. This provision does not prohibit signs that are mounted on private property but project into or over public property or the public right-of-way, when such sign is authorized by an encroachment permit or by this Chapter.
- R. **Signs that Produce Noise or Emissions.** Signs that produce visible smoke, vapor, particles, odor, noise, or sounds that can be heard at the property line, excluding voice units at menu boards and devices for servicing customers from their vehicles, such as drive-up windows at banks.

17.41.050 Sign Design Principles

The following sign design principles will be used as criteria for review and approval of sign permits and Master Sign Programs.

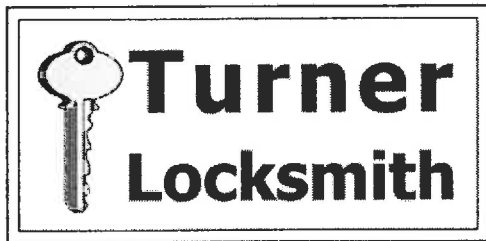
- A. **Architectural Compatibility.** A sign (including its supporting structure, if any) should be designed as an integral design element of a building's architecture and be architecturally compatible, including color and scale, with any building to which the sign is to be attached and with surrounding structures. A sign that covers a window or that spills over "natural" boundaries or architectural features and obliterates parts of upper floors of buildings is detrimental to visual order and will not be permitted. Common indicators of compatibility include:
1. Quality sign design and construction;
 2. Proportional size and scale; and
 3. Use of materials, shapes and colors that complement the building's architectural style and the surrounding environment.
- B. **Legibility.** The size, length, and proportion of the elements of the sign's message, including logos, letters, icons and other graphic images, should be selected based on the average distance and average travel speed of the viewer. Sign messages oriented towards pedestrians may be smaller than those oriented towards automobile drivers. Colors chosen for the sign text and/or graphics should have sufficient contrast with the sign background in order to be easily read during both day and night. Substantial contrast should be provided between the color and materials of the background and the letters or symbols to make the sign easier to read in both day and night.
- C. **Placement.** Often, a building's architectural details create logical places for signage. Signs should not cover or interrupt architectural details or ornaments of a building's façade. On buildings with a monolithic or plain façade, signs can establish or continue appropriate design rhythm, scale and proportion. Well-designed and well-located retail signs create visual interest and continuity with other storefronts on the same or adjacent buildings. Signs should not obstruct windows or doors.

Good

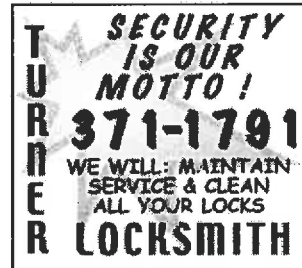
- D. **Readability.** A sign message should be easily recognized and designed in a clear, unambiguous and concise manner, so that a viewer can understand or make sense of what appears on the sign.
- E. **Visibility.** A sign should be conspicuous and readily distinguishable from its surroundings so a viewer can easily see the information it communicates. Appropriate illumination can add to visibility, but the type and strength must be carefully considered.

FIGURE 17.41.050: SIGN READABILITY

This:



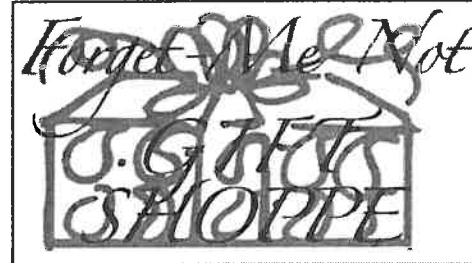
Not This:



This:



Not This:

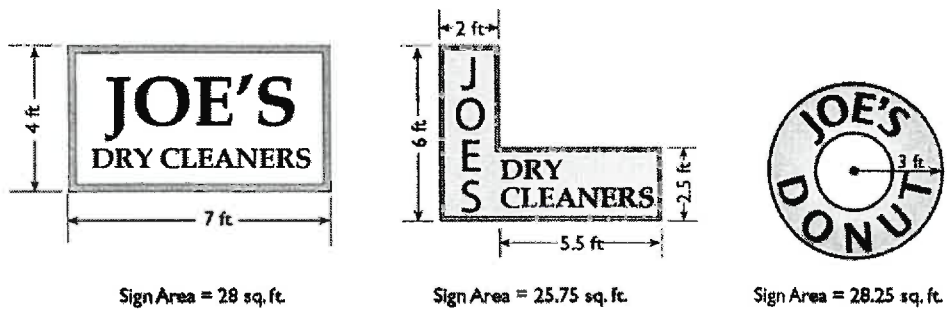


17.41.060 General Provisions for All Sign Types

- A. **Sign Permit Required.** Except as otherwise expressly provided in this Chapter, it is unlawful for any person to affix, place, erect, suspend, attach, construct, structurally or electrically alter (not including a face change of sign copy), move, or display any temporary or permanent sign within the City without first obtaining a sign permit from the Zoning Administrator. No sign permit is required for exempt signs and for cleaning or other normal maintenance of a properly approved sign, unless a structural or electrical change is made.
- B. **Owner's Consent Required.** The consent of the property owner or business owner is required before any sign may be displayed on any real or personal property within the city.

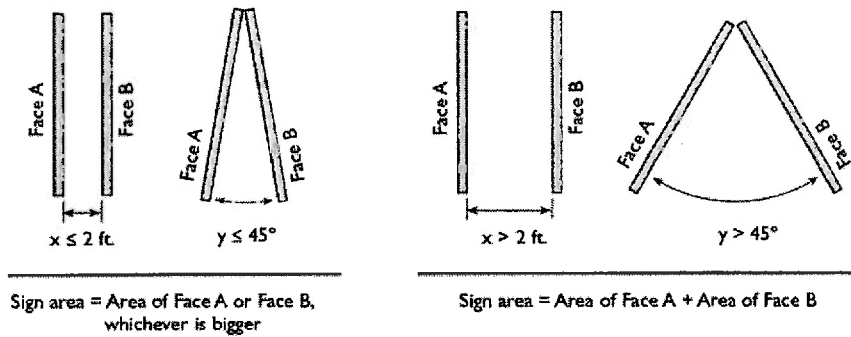
- C. **Non-commercial Signs.** Non-commercial signs are allowed wherever commercial signage is permitted and are subject to the same standards and total maximum allowances per site or building of each sign type specified in this Chapter. A permit is required only if the sign qualifies as a structure, subject to a building permit under the Building Code. For purposes of this Chapter, all non-commercial speech messages will be deemed to be “on-site,” regardless of location.
- D. **Maximum Sign Area.** The maximum allowable sign area for permanent signs, exclusive of area of exempt signs, is based on the Zoning District in which the sign is located and the type of sign to be used. These standards are established in subsequent sections of this Chapter. These standards are maximums permitted, but the Design Review Board may reduce the sign area due to site context, visibility needs, and sign design.
- E. **Applicable Codes.** In addition to complying with the provisions of this Section, all signs must be constructed in accordance with the Uniform Building Code, the Uniform Sign Code, the Electrical Code, and all other applicable laws, rules, regulations, and policies.
- F. **Encroachment Permits.** Signs mounted on private property may project into or above public property or the public right-of-way only with approval by the Public Works Director of an encroachment permit. The Public Works Director may exempt signs in Old Town from having to secure an encroachment permit if these signs meet the standards of this Chapter and are allowed by the Goleta Old Town Heritage District Architectural and Design Guidelines, as adopted by the City. *easier to set a limit for overhang, like 4 feet*
- G. **Measuring Sign Area.** The area of an individual sign must be calculated as follows.
 1. **Single-Faced Signs.** Sign area includes the entire area within a single continuous perimeter composed of squares, rectangles, or circles that enclose the extreme limits of all sign elements, including, without limitation, sign structures or borders, written copy, logos, symbols, illustrations, and color. Supporting structures, such as sign bases and columns, are not included in sign area provided that they contain no lettering or graphics except for addresses or required tags.

FIGURE 17.41.060(G)(1): SINGLE-FACED SIGNS



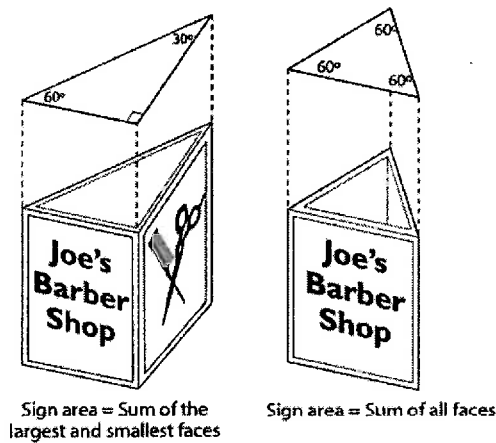
2. **Double-Faced Signs.** Where two faces of a double-faced sign are located two feet or less from one another at all points, or located at an interior angle of 45 degrees or less from one another, the sign area must be computed as the area of one face. Where the two faces are not equal in size, the larger sign face will be used. Where two faces of a double-faced sign are located more than two feet or greater than 45 degrees from one another, both sign faces will be counted toward sign area.

FIGURE 17.41.060(G)(2): DOUBLE-FACED SIGNS



3. **Multi-Faced Signs.** On a three-faced sign, where at least one interior angle is 45 degrees or less, the area of two faces (the largest and smallest face) must be summed to determine sign area. In all other situations involving a sign with three or more sides, sign area will be calculated as the sum of all faces.

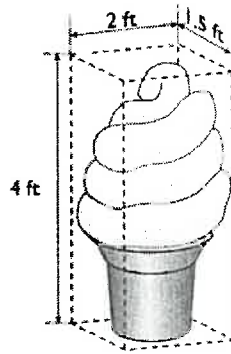
FIGURE 17.41.060(G)(3): MULTI-FACED SIGNS



4. **Three-Dimensional Signs.** Signs that consist of, or have attached to them, one or more three-dimensional objects (i.e., balls, cubes, clusters of objects, sculpture, or statue-like trademarks), may have a sign area that is the sum of all areas using

the four vertical sides of the smallest rectangular prism that will encompass the sign.

FIGURE 17.41.060(G)(4): THREE-DIMENSIONAL SIGNS



Sign area = 28 sq. ft.

H. **Changeable Copy.** Changeable copy on signs is permitted, subject to the following regulations.

1. **Electronic Copy.** Electronic changeable copy is only allowed for fuel price signs, public/semi-public uses, and indoor theaters.

- a. **Design Review Required.** Design Review Board approval is required for the installation of any electronic sign.
- b. **Location.** Electronic signs are permitted only on service and gas station sites and on a parcel of land with at least 400 feet of continuous street frontage and where the main building is setback at least 20 feet from the property line.
- c. **Maximum Number.** One per lot or use.
- d. **Maximum Height.** 12 feet.
- e. **Maximum Area.** Electronic copy can represent no more than 75 percent of the maximum allowable sign area.
- f. **Display Duration.** Copy is limited to a minimum duration of four seconds and must have an unlighted interval between copy displays of one second or more.

g. **Light Intensity.** The intensity of the sign lighting cannot exceed 100 foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal foot-candles and cannot exceed 500

* Need both "day" & "night" limits. ISA (Intl Sign Assn) IV-171 has studied this & can provide recommendations

FT-L when adjacent to streets which have an average intensity of 2.0 horizontal foot-candles or greater. No change of lighting intensity may occur during a display or between displays except to respond to a change in ambient lighting conditions.

2. **Non-Electronic Copy.** Non-electronic changeable copy can represent no more than 20 percent of the total allowable sign area, except for the following uses which are allowed up to 75 percent of the maximum allowable sign area to be changeable copy: all public/semi-public uses, indoor theaters and cinemas, and fuel price signs.
- I. **Message Substitution.** A non-commercial message of any type may be substituted, in whole or in part, for any duly permitted commercial message, and any on-site commercial message may be substituted, in whole or in part, for any other on-site commercial message.
 1. **No Additional Approval.** Such substitution of message may be made without any additional approval, permitting, registration, or notice to the City. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over non-commercial speech, or favoring of any particular non-commercial message over any other noncommercial message.
 2. **Limitations.** This message substitution provision does not: 1) create a right to increase the total amount of signage on a parcel, lot or land use; 2) affect the requirement that a sign structure or mounting device be properly permitted; 3) allow a change in the physical structure of a sign or its mounting device; or 4) authorize the substitution of an off-site commercial message in place of an on-site commercial message or in place of a non-commercial message.
 - J. **Materials.** Paper, cardboard, or other material subject to rapid deterioration can only be used for signs that comply with applicable requirements for Temporary Signs. Fabric signs are restricted to Awning Signs, and Temporary Signs.
 - K. **Illumination.** The illumination of signs, from either an internal or external source, must be designed to avoid negative impacts on surrounding rights-of-way and properties. The following standards apply to all illuminated signs:
 1. Sign lighting must not be of an intensity or brightness that will create a nuisance for residential buildings in a direct line of sight to the sign;
 2. Signs using exposed light sources, such as neon tubing, or any interior lighted sign with transparent or translucent faces may be approved by the Design Review Board, provided that the Board finds that the light from the sign does not cause unreasonable glare, annoyance to passersby or neighbors, or safety hazards. Unshielded light bulbs and fluorescent light bulbs are prohibited for the illumination of signs.

same as banners

3. Light sources must be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent bulbs or lamps are prohibited, except when used in signs of historic character as part of the architectural design.
4. Illuminated signs located adjacent to any residential area must be controlled by a rheostat or other acceptable method to reduce glare that will create a nuisance for residential buildings in a direct line of sight to the sign.
5. External light sources must be directed, shielded, and filtered to limit direct illumination of any object other than the sign, according Chapter 17.36, Lighting.

not used any more, were only used for incandescent lighting

L. **Maintenance.** Each sign must be: (1) maintained in a secure and safe condition; (2) maintained in good repair; and (3) cleaned, painted, and replaced as necessary to present a neat appearance. If the City determines that a sign is not secure, safe, or in a good state of repair, it must give written notice of this fact to the property owner and specify a time period for correcting the defect. If the defect is not corrected within the time specified by the City, the City may revoke the permit to maintain the sign, if a permit is required, and may remove the sign pursuant to the public nuisance abatement provisions of this Title.

M. **Abandonment.** An on-premises sign advertising an activity, business, service or product must be removed within 90 days following the actual discontinuance of the activity, business, service or product. If the sign is not so removed, the Code Enforcement Officer may have the sign removed in accordance with the public nuisance abatement provisions of the Municipal Code.

17.41.070 Standards for Signs by Districts

This Section establishes the types and size of signs allowed by district. These signs also are subject to the regulations in "General Provisions for All Sign Types" and "Standards for Specific Sign Types."

- A. **Types of Signs Allowed.** Table 17.41.070(A) establishes the types of permanent signs allowed by zoning district.

TABLE 17.41.070(A): PERMITTED PERMANENT SIGNS BY DISTRICT				
<input checked="" type="checkbox"/> Permitted (subject to compliance with this Chapter)		<input type="checkbox"/> Permitted only as part of an approved Master Sign Program or with compliance with the Old Town Design Guidelines		
District	Sign Type			
	Wall	Awning and Canopy	Projecting	Freestanding
All Districts				
See § 17.41.080, Signage Allowances for Specific Uses				
Commercial Districts				
CR	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
OT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
CG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Office Districts				
BP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industrial Districts				
IS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public and Quasi Public District				
PQ	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

B. **Allowed Sign Area.** Table 17.41.070(B) establishes the maximum sign area per district, exclusive of exempt signs and signage allowances for specific uses.

TABLE 17.41.070(B): TOTAL MAXIMUM SIGN AREA BY DISTRICT				
District	Commercial Districts	Office Districts	Industrial Districts	Public and Quasi Public Districts
Total Sign Area Allowed (sq. ft.)*	1 per lineal foot of street frontage	0.5 per lineal foot of street frontage	0.5 per lineal foot of street frontage	0.2 per lineal foot of street frontage

17.41.080 Signage Allowances for Specific Uses

This Section establishes signage allowances for specific uses. These signs are allowed in addition to the signs allowed by Zoning District in § 17.41.070, Standards for Signs by District.

A. **Agricultural Operations.** Signs for agricultural operations may be erected subject to the following standards:

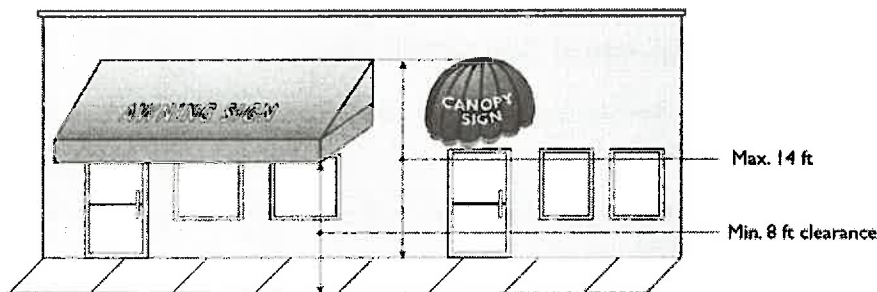
1. **Maximum Number of Signs.** One sign per street frontage.
 2. **Location.** Must be setback back a minimum of five feet from the public right-of-way.
 3. **Maximum Sign Area Per Sign.** 25 square feet in area.
 4. **Copy.** The signs may display only the name of the operation, directions to its location, and slogan, if any.
- B. **Non-Residential Uses in Residential Districts.** Signs for non-residential uses in Residential Districts are allowed subject to the following standards:
1. **Maximum Number.** One freestanding sign and one wall sign.
 2. **Maximum Sign Area per Sign.** Freestanding signs must not exceed 32 square feet in area. Wall signs must not exceed 10 square feet in area.
 3. **Location.** Freestanding signs must not be located closer than ten feet to any street line or five feet to any interior lot line.
 4. **Maximum Height.** Six feet for freestanding signs. Wall signs must not be more than 12 feet above grade.
- C. **Residential and Mixed Use Developments.** Identification signs for residential and mixed-use developments with more than 10 residential units or parcels are permitted for the purpose of identifying a development subject to the following standards:
1. **Maximum Number of Signs.** One sign per street frontage.
 2. **Maximum Sign Area per Sign.** 40 square feet.
 3. **Height Limit.** Five feet when located within a required front or street side setback, 10 feet otherwise.
- D. **Service and Gas Stations.** Signs on service and gas station canopies not to exceed 50 square feet on each side.
- E. **Cinemas.** One square foot of sign is permitted for each foot of linear occupancy frontage to a maximum of 150 square feet.

17.41.090 Standards for Specific Sign Types

- A. **A-Frame Signs.** A-Frame signs are allowed in Commercial districts, subject to the following standards:
1. **Maximum Number.** Each establishment is limited to no more than one sign.

2. **Placement.** A-Frame signs must be placed on private property directly in front of the business it is identifying.
 3. **Hours of Display.** A-Frame signs must be removed during hours when the establishment is not open to the public and cannot be displayed after the activity with which they are associated with is over.
 4. **Maximum Size.** Five square feet.
 5. **Maximum Height.** Three feet.
- B. **Awning and Canopy Signs.** Awning and canopy signs may be attached to or painted on the vertical edges of awnings, canopies, arcades, or similar features or structures. Awning and canopy signs are also subject to district specific sign standards and the following additional standards:
1. **Maximum Number.** One for each establishment having entrance under of offering service under the awning or canopy.
 2. **Maximum Size.** Six square feet of sign area.
 3. **Maximum Height.** Awning height is limited to 14 feet.
 4. **Minimum Vertical Clearance.** The bottom of the awning shall be a minimum of eight feet above the sidewalk.

FIGURE 17.41.090(B): AWNING AND CANOPY SIGNS



Specific Zoning District standards also apply.

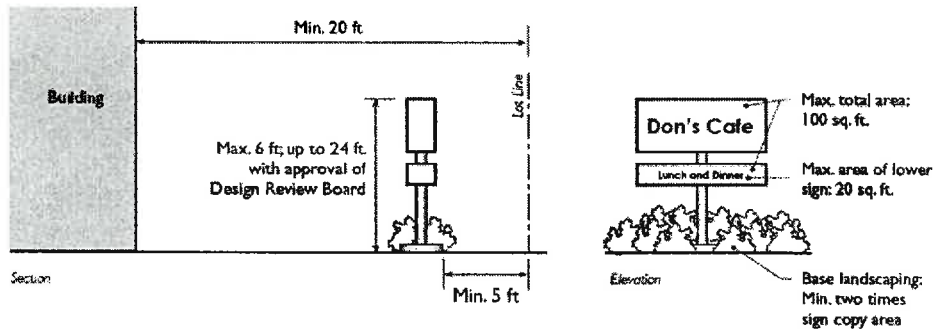
- C. **Freestanding Signs.** Freestanding signs are subject to the district-specific standards and the following additional standards:
1. **Where Allowed.** Freestanding signs are permitted only on a parcel of land with at least 125 feet of continuous street frontage (200 feet for pole signs) and where the main building is set back at least 20 feet from the lot line. The base of the

too restrictive!

supporting structure must be set back at least five feet for the street right-of-way line.

2. **Maximum Number.** One per street frontage. No more than two separate signs may be placed on each freestanding sign structure.
3. **Maximum Height.** Six feet, unless a higher height, up to 24 feet, is approved by the Design Review Board.
4. **Maximum Area.** If two signs are placed on the same freestanding structure, the lower sign cannot exceed 20 square feet and the areas of the two signs, added together, cannot exceed 100 square feet in area.
5. **Landscaping Required.** All freestanding signs require landscaping at the base equivalent to two times the area of the sign copy.

FIGURE 17.41.090(C): FREESTANDING SIGNS



Specific Zoning District standards also apply.

- D. **Projecting Signs.** A sign may project horizontally from the exterior wall of a building, provided that such projection conforms to the district-specific standards and the following additional standards:
 1. **Maximum Number.** One per building or tenant space.
 2. **Maximum Size.** Three square feet.
 3. **Maximum Height.** 15 feet measured from grade to the top of the sign.
 4. **Minimum Vertical Clearance.** Eight feet above the sidewalk.
 5. **Projection Allowed.** A projecting sign cannot extend more than three feet from the building to which it is attached and must be designed and located so as to cause no harm to street trees.

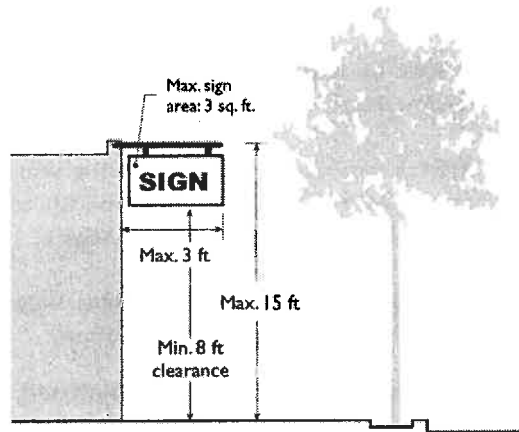
suggest



C. Can extend up to four feet over a public sidewalk

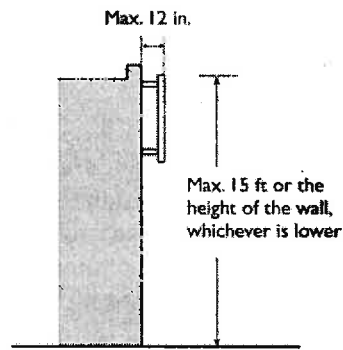
6. **Illumination.** No special illumination is allowed for projecting signs.

FIGURE 17.41.090(D): PROJECTING SIGNS



Specific Zoning District standards also apply.

- E. **Wall Signs.** Wall signs are subject to the district-specific standards and the following additional standards:
1. **Maximum Number.** One per street frontage or one per tenant space.
 2. **Maximum Size.** One-eighth of the building face area to a maximum of 100 square feet.
 3. **Maximum Height.** 15 feet or the height of the wall of the building to which the sign is attached, whichever is lower.
 4. **Projection Allowed.** Wall signs cannot extend more than 12 inches beyond the face of the wall to which they are attached.
 5. **Placement.** No wall sign may cover, wholly or partially, any required wall opening.
 6. **Orientation.** Unless a different orientation is specifically authorized, each wall-mounted sign must be placed flat against the wall of the building.

FIGURE 17.41.090(E): WALL SIGNS

Specific Zoning District standards also apply.

17.41.100 Historic Signs

[Placeholder. This section will contain a cross-reference provisions for Historic Resource Preservation to be included in Chapter 17.34.]

17.41.110 Master Sign Programs

The purpose of a Master Sign Program (Sign Program) is to promote coordinated signage for all non-residential and/or mixed-use development subject to discretionary review. Under a Master Sign Program sign standards may be modified to allow design creativity and to simplify the review process for individual signs once the Sign Program is adopted. However, the total aggregate area of the signs permitted by the Sign Program must not be greater than the total aggregate areas of all signs otherwise permitted by this Chapter.

A. Applicability.

1. A Master Sign Program is required for:
 - a. Four or more occupancies in commercial or office developments, including mixed-use projects,
 - b. All separately identifiable commercial building groups, and
 - c. All construction and renovation projects involving more than 40,000 square feet of land area.
2. A pre-existing overall sign program can be used for specific sign designs with approval of the Zoning Administrator.

3. A Master Sign Program may be substituted for specific sign designs and individual applications if requested by an applicant and approved by the Design Review Board.
- B. **Required Submittals.** Applications for a Master Sign Program must include the following plans and text:
1. Text and drawings, including plans drawn to scale, which identify all signs proposed for the development, establishing their location, size, function and other characteristics needed to evaluate the extent of the signage proposed. Plans and drawings must include a site plan, typical building elevations, and drawings of generic sign types proposed;
 2. Computation of allowable area for all signs, and of total area of all proposed signage.
 3. Design criteria for individual signs dealing with colors, materials, illumination, graphic styles, and other sign features; and
 4. A written program of standards for all sign types to be distributed to future tenants, including color, size, illumination, construction details, and sign placement.
- C. **Review.**
1. New Master Sign Programs and modifications to existing Sign Programs will be reviewed and acted upon by the Design Review Board.
 2. Individual signs submitted in accordance with the standards of approved Sign Programs will be reviewed by the Zoning Administrator. Sign designs will be approved ministerially if the signs comply with the applicable Sign Program.
- D. **Findings Required.** The Design Review Board will only approve a new Master Sign Program or an amendment to an approved Sign Program if the Board finds:
1. That the proposed signage is in harmony and visually related to the common design elements of the buildings the signs will identify;
 2. The proposed signage does not cover or obstruct important architectural elements associated with the buildings;
 3. The proposed signage does not adversely affect other nearby properties;
 4. The choice of materials and colors are of sufficient quality and durability to enhance the project design;

5. The modifications to dimensional or locational standards are appropriate from a design perspective; and
6. The proposed amount of signage does not exceed the total aggregate area of signage allow by this Chapter.

17.41.120 Nonconforming Signs

- A. **Continuance and Maintenance.** Reasonable and routine maintenance and repairs may be performed on signs that are nonconforming provided there is no expansion of any nonconformity.
- B. **Abandonment of Nonconforming Sign.** Whenever a nonconforming sign has been abandoned, or the use of the property has been discontinued for a continuous period of 90 days, the nonconforming sign must be removed.
- C. **Restoration of a Damaged Sign.** An on-premises sign may be restored if it meets either of the following criteria:
 1. A sign with damage that does not exceed 50 percent of the total sign area, including hardware and attachments, provided that the repairs start within 60 days of the date of damage and are diligently pursued to completion.
 2. A sign that is a danger to the public or is unsafe as determined by the Building Official.

Chapter 17.42 Standards for Specific Uses and Activities

Sections:

17.42.010	Purpose
17.42.020	Applicability
17.42.030	Accessory Uses
17.42.040	Adult-Oriented Businesses
17.42.050	Animal Keeping
17.42.060	Automobile/Vehicle Sales and Leasing
17.42.070	Automobile/Vehicle Service and Repair
17.42.080	Automobile/Vehicle Washing
17.42.090	Community Assembly
17.42.100	Community Gardens
17.42.110	Drive-In and Drive-Through Facilities
17.42.120	Emergency Shelters
17.42.130	Family Day Care Homes, Large
17.42.140	Farmer's Markets
17.42.150	Farmworker Housing
17.42.160	Group Residential
17.42.170	Heliports
17.42.180	Home Occupations
17.42.190	Hospitals and Clinics
17.42.200	Live/Work Units
17.42.210	Lodging and Visitor-Services
17.42.220	Manufactured Homes
17.42.230	Medical Marijuana Uses
17.42.240	Mobile Food Facility/Vendor
17.42.250	Nurseries and Garden Centers
17.42.260	Outdoor Dining and Seating
17.42.270	Outdoor Sales
17.42.280	Personal Services
17.42.290	Personal Storage
17.42.300	Recycling Facilities
17.42.310	Residential Care Facilities, Large
17.42.320	Single Room Occupancy (SRO) Housing
17.42.330	Second Dwelling Units
17.42.340	Service and Gas Stations
17.42.350	Sustainable Living Research Site
17.42.360	Temporary Uses

From: "Gretchen Gould" <akronut@chiligraphics.com>
Date: Mar 16, 2016 12:35 PM
Subject: Email contact from Goleta, CA
To: "Daniels, Brent" <bdaniels@cityofgoleta.org>
Cc:

Dear Brent,

I have learned of a proposed ordinance being considered by the Goleta Planning Commission to restrict religious worship activities between the hours of 9 am and 9 pm. I am appalled that Goleta would consider this. Have I heard wrong or is this just an unfounded rumor? Where could I get a copy of the proposal and are there any hearings scheduled?

Thank you