

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA

SOUTH CALIFORNIA ST., SUITE 200

VENTURA, CA 93001

(805) 641-0142



November 12, 1997

TO: Commissioners and Interested Parties

FROM: Steve Scholl, Deputy Director
Gary Timm, District Manager *GT*
Mark H. Capelli, Coastal Program AnalystRE: SANTA BARBARA COUNTY LCP: Land Use and Zoning Amendment 2-97 A & B
(Greenwell Park/Preserve, Goleta Transportation Improvement Plan). Public
Hearing and Final Action at the California Coastal Commission Hearing of
December 9-12, 1997Background

The County of Santa Barbara submitted Local Coastal Program Amendment (LCP) 2-97 on August 28, 1997 consisting of three separate components: (A) Amendments to the Greenwell Park/Preserve in the Summerland Planning Area; (B) Amendments to the Goleta Transportation Improvement Plan; and (C) Amendments to the Ellwood Beach - Santa Barbara Shores Specific Plan and related elements of the Goleta Community Plan and County Parks, Recreation, and Trail Maps.

The amendment was deemed complete and filed on September 12, 1997. The present staff report deals only with Parts A and B (Greenwell Park/Preserve and Goleta Transportation Improvement Plan, respectively). A separate subsequent staff report will deal with Part C, Ellwood Beach - Santa Barbara Shores Specific Plan.

The Commission extended the 90 day time limit to act on the Santa Barbara County Local Coastal Program amendment 2-97 at its October 1997 hearing, pursuant to Section 30517 of the Coastal Act, effectively extending the review time through November 1998.

Proposal and Staff Recommendation

The amendment proposal would: (A) Amend the current Land Use and Zoning Designation of a 1.8 acre parcel known as APN 005-080-004 from Institution Government Facility to Existing Public or Private Recreation and/or Open Space, and from Rural Residential (RR-5) to Recreation, respectively; (B) Amend the existing Goleta Transportation Improvement Plan of the Land Use Plan by up-dating a list of priority capital improvement projects to be constructed within the planning area, as well as information regarding potential funding sources, and relocation of existing polices, actions and development standards for the Goleta Transportation Plan to the Goleta Community Plan Circulation Element.

The staff is recommending approval of Parts A and B of the amendment as submitted.

Exhibits

1. Greenwell Park/Preserve General Location Map
2. Greenwell Park/Preserve Site Map
3. Resolution 97-366 for Coastal Land Use and Zone Designation
4. Resolution 4279 Coastal Zoning Map
5. Goleta Transportation Improvement Plan: Existing 1997 Road System
6. Goleta Transportation Improvement Plan: Recommended Improvements
7. Goleta Old Town Transportation Improvements
8. Summary of Goleta Transportation Improvement Plan Funding
9. Modifications to Goleta Transportation Improvement Plan
10. Resolution No. Case No. 97-GP-006
11. Resolution No. Case No. 97-GP-007
12. Revised Policy Numbers for Goleta Community Plan Circulation Element.

I. STAFF RECOMMENDATION

A. Approval of the Land Use Plan as Submitted

Staff recommends the adoption of the following Motion and Resolution:

Motion I.

I move that the Commission certify the Land Use Plan Amendment 2-97 A and B to the Santa Barbara County LCP as submitted.

Staff recommends a YES vote on motion I and the adoption of the following resolution of certification and related findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution I

The Commission hereby approves certification of the Land Use Plan Amendment 2-97 A and B to the Santa Barbara County Local Coastal Program as submitted and finds for the reasons discussed below that the Land Use Plan Amendment is consistent with the policies of Chapter 3 (commencing with Section 30000) of the California Coastal Act to the extent necessary to achieve the basic goals specified in Section 30001.5 of the Coastal Act, and the certification of the amendment does meet the requirements of Sections 21080.5(d)(2)(i) of the California Environmental Quality Act, as there are no further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse impacts to the environment.

B. Approval of Implementation Measures As Submitted

Motion II

I move that the Commission reject the Implementation Plan Amendment 2-97 A to the Santa Barbara County LCP as submitted.

Staff recommends a NO vote, which would result in the adoption of the following resolution of certification and related findings. An affirmative vote of a majority of the Commissioners present is needed to pass the motion.

Resolution II

The Commission hereby certifies amendment 2-97 A and B to the Implementation Plan of the Santa Barbara County LCP on the grounds that the amendment to the Local Coastal Program Zoning Ordinance conforms to and is adequate to carry out the provisions of the LCP Land Use Plan as certified. There are no feasible alternatives available which would substantially lessen any significant impacts which the approval of the Implementation Plan amendment will have on the environment.

II. RECOMMENDED FINDINGS

A. Findings for Resolution I (Land Use Plan)

The standard of review of LCP Land Use Plan Amendments are the policies of Chapter 3 of the California Coastal Act.

1. Amendment 2-97 A (Greenwell/Park Preserve)

a. Proposal

The amendment would change the Santa Barbara County land use plan designation on a 1.8 County owned parcel (identified as APN 005-080-004) from Institution/Government Facility to Existing Public or Private Recreational and/or Open Space. The parcel is located off Greenwell Avenue on the landward side of U.S. 101 in the Summerland Planning Area. (A related action would rezone this parcel from Rural Residential (RR-5) to Recreation). (See Exhibits 1 through 4.)

b. Consistency with Coastal Act

i. Public Access/Recreation

PRC Section 30210 provides that:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.5 provides that:

Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

PRC Section 30223 provides that:

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Additionally, Policy 7-9 of the certified LCP Land Use Plan for the County of Santa Barbara provides that: "Additional opportunities for coastal access and recreation shall be provided in the Summerland Planning Area. Parking, picnic tables, bike racks, and restrooms shall be provided where appropriate."

The principal issue raised by the proposed amendment is the conversion of lands designated Institution/Government Facility to Existing Public or Private Recreation and/or Open Space. The stated purpose of the Existing Public or Private Recreation and/or Open Space land use designation is to "provide opportunities for various forms of outdoor recreation, of a public or private nature, which require access to open spaces and natural settings for their realization. These open space recreational uses include, but are not limited to, the following: public parks containing facilities for picnicking, camping, riding, hiking, walking, biking, . . . flood control easements providing access to and along stream channels and other drainage areas . . ."

The 1.8 acre site is situated approximately 3/10 mile north of the intersection of Greenwell Avenue and Via Real, inland of U.S. Highway 101, and is currently used as the Summerland County Road Yard. The Summerland Greenwell Park Committee, a private non-profit organization, proposes to convert the County Road Yard in Summerland into a nature preserve and trail head.

The change in the land use designation is necessary to accommodate the conversion from a County Road Yard to a nature preserve and trail head, and is consistent with the reservation of upland areas necessary to support coastal recreational uses. Additionally, the Summerland Community Plan identifies the site as suitable for passive recreational uses.

The Commission finds therefore that the proposed Land Use Plan Amendment, as submitted, is consistent with and adequate to carry out the provisions of PRC Sections 30210, 30212, and 30223 of the California Coastal Act.

11. Environmentally Sensitive Habitat

PRC Section 30240 provides, in part, that:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Greenwell Creek flows through the property along the northwestern section of the site and is fed by a perennial spring; the remainder of the parcel is currently disturbed by asphalt covering and grading.

The proposed land use designation change from Institution/Government Facility to Existing Public or Private Recreational and /or Open Space will not change the potential impacts to existing environmentally sensitive habitats on the parcel but will allow for the restoration of portions of the site.

Following the change of the land use designation, the conversion of the site from a County storage yard to a passive recreation trail head will be reviewed as part of a separate Coastal Development Permit. The conversion will be accomplished in two phases. The first phase includes the removal of one of the three buildings on the site, along with most of the asphalt, and re-grading the site to recreate a more natural topography and to accommodate a small (eight space) parking area. The second phase involves the removal of non-native trees and the establishment of native trees.

Under the proposed land use designation, the proposed recreational development will be governed by the County's LCP environmentally sensitive habitat policies, including those specific to the Summerland Planning Area (i.e., Policies 9-1 through 9-43; Policies Bio-S-1 through Bio-S-7). These policies require minimum setback from streams and riparian areas, control of grading to prevent sedimentation, and protection of native tree species.

The Commission finds therefore that the proposed Land Use Plan Amendment, as submitted, is consistent with and adequate to carry out the provisions of PRC Section 30240 of the California Coastal Act.

iii. Hazards

PRC Section 30253 provides, in part, that:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

As noted above, Greenwell Creek flows along the western edge of the property. During heavy storm events Greenwell Creek has overflowed its banks and resulted in sheet-flow across portions of the site. The proposed land use designation change would reduce the potential intensity of use of the site, and therefore the potential hazards from flooding.

Following the change of the land use designation, the site will be redeveloped as a passive recreation use trail head. This development will be reviewed under a separate Coastal Development Permit. The first phase includes the installation of a small retention basin (approximately 100 cubic yards of cut) created in the corridor of Greenwell Creek with extensive native vegetation along its margins. The retention basin would reduce sedimentation of the lower reaches of the stream during the fall and winter rain season and attenuate potential peak flows across the property.

Under the proposed land use designation, the proposed recreational development will be governed by the County's hazards policies, including those specific to the Summerland Planning Area (i.e., Policies 3-11 and 3-12; Policies FLD-S-1 and FLD-S-2). These policies require that developments be located outside the floodway unless there are off-setting improvements, that developments in the floodway fringe be elevated above the 100 year flood flow elevation, that developments not cause or contribute to flood hazards or lead to expenditure of public monies for flood control measures, and that site specific drainage control systems be developed for all developments in flood hazard areas.

The Commission therefore finds that the amendment as submitted is consistent with and adequate to carry out the provisions of PRC Section 30253.

2. Amendment 2-97 B (Goleta Transportation Improvement Plan)

a. Proposal

The amendment would amend the existing Land Use Plan Goleta Transportation Improvement Plan by up-dating a list of priority capital improvement projects to be constructed within the Goleta Community Planning Area, as well as information regarding potential funding sources, and relocation of existing Goleta polices, actions and development standard for the Goleta Transportation Plan to the Goleta Community Plan Circulation Element. Additionally, there are minor language changes to some of the Actions, Policies, and Development Standards of the Circulation Element of the Goleta Community Plan. These do not materially change these policies, but in most cases update references, and clarify the original intent of the standards.(See Exhibits 5 through 12.)

b. Consistency with Coastal Act

i. Public Services

PRC Section Section 30254 provides, in part, that:

(a) New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division . . .

The amendment would amend the existing Land Use Plan Goleta Transportation Improvement Plan previously certified by the Commission as part of the Goleta Community Plan.

The changes include up-dating a list of priority capital improvement projects to be constructed within the planning area, as well as information regarding potential funding sources, and the relocation of existing Goleta polices, actions and development standard for the Goleta Transportation Plan to the Goleta Community Plan Circulation Element. The relocation of the existing Goleta Transportation Improvement Plan policies to the Goleta Community Plan Circulation Element is intended to obviate the need to amend the County's General Plan to accommodate changes to these policies, and to update the capital improvement project list.

The amendment also includes the addition of several policies and actions regarding the prioritization and funding of projects. Additionally, there are also minor language changes to some of the Actions, Policies, and Development Standards of the Circulation Element of the Goleta Community Plan. These do not materially change these policies, but update references, and clarify the original intent of the standards.

There are no new capital improvement projects proposed as part of this amendment for that portion of the planning area within the Coastal Zone. As a result, the water and sewage demands resulting from the amendment would not be increased above that which is presently provided for in the County's certified Local Coastal Program Land Use Plan.

The Commission therefore finds that the Land Use Plan amendment as submitted is consistent with and adequate to carry out the provisions of PRC Section 30254.

B. Findings for Resolution II (Implementation Measures)

The standard of review of an amendment to the certified LCP Zoning Ordinance is whether the ordinance conforms with and is adequate to carry out the provisions of the certified LCP Land Use Plan (PRC Section 30513 (a)). The Coastal Act provides that the Commission may only reject the proposed zoning ordinance if a majority of the Commissioners present find that it does not conform with or is inadequate to carry out the provisions of the certified Land Use Plan.

1. Amendment 2-97 A (Greenwell Park/Preserve)

a. Proposal

The amendment proposal would (A) amend the current Zoning Designation of a 1.8 acre a parcel known as APN 005-080-004 from Rural Residential (RR-5) to Recreation. Only part A (Greenwell Park/Preserve) involves an amendment to the Implementation measures of the County's certified Local Coastal Program.

b. Consistency with LCP Land Use Designations

As noted above, the amendment proposal consists of rezoning a 1.8 acre parcel from Rural Residential (RR-5) to Recreation. The stated purpose and intent of the Recreation zoning designation is to "provide open space for various forms of outdoor recreation of either a public or private nature. The intent is to encourage outdoor recreational uses which will protect and enhance areas which have both active and passive recreation potential because of their beauty and natural features. Such development should offer recreational uses which compliment and are appropriate to the area because of these features."

The proposed Implementation Plan Amendment establishes uses consistent with the proposed Recreational Land Use designation for the County's LCP Land Use Plan.

c. Consistency with County LCP Policies

The Santa Barbara County LCP Land Use Plan (including the Summerland Specific Plan) contains a number of policies regarding public recreation, environmentally sensitive habitat resources, and hazards. Under the proposed land use designation, any recreational development carried out pursuant to the proposed LCP Implementation Plan Amendment will be governed by the County's relevant policies. These include, but are not limited to, the following:

Policy 7-9 of the certified LCP Land Use Plan for the County of Santa Barbara which provides that "Additional opportunities for coastal access and recreation shall be provided in the Summerland Planning Area. Parking, picnic tables, bike racks, and restrooms shall be provided where appropriate."

Environmentally sensitive habitat policies, including those specific to the Summerland Planning Area, include Policies 9-1 through 9-43, and Policies Bio-S-1 through Bio-S-7. These policies set forth the types of development which may occur within a stream or watercourse, require minimum setbacks from streams and riparian areas, control of grading to prevent sedimentation, and protection of native tree species.

Hazards policies, including those specific to the Summerland Planning Area, include Policies 3-11 and 3-12, and Policies FLD-S-1 and FLD-S-2. These policies require that developments be located outside the floodway unless there are off-setting improvements, that developments in the floodway fringe be elevated above the 100 year flood flow elevation, that developments not cause or contribute to flood hazards or lead to expenditure of public monies for flood control measures, and that site specific drainage control systems be developed for all developments in flood hazard areas.

The Commission therefore finds that the proposed Greenwell Park/Preserve amendment to the LCP Implementation Plan is consistent with and adequate to carry out the provisions of the certified LCP Land Use Plan.

2. Amendment 2-97 B (Goleta Transportation Improvement Plan)

Only part A (Greenwell Park/Preserve) involves an amendment to the Implementation Plan of the County's certified Local Coastal Program. Part B, the Goleta Transportation Improvement Plan portion of this amendment, only modifies the Land Use Plan portion of the County of Santa Barbara's Local Coastal Program.

III. LCP/CEQA

The proposed amendment is to the County of Santa Barbara's certified Local Coastal Program. The Commission originally certified the County's Local Program Land Use Plan and Implementation Zoning Ordinance in 1981 and 1982 respectively.

Pursuant to Section 21080.9 of the California Environmental Quality Act (CEQA) the Coastal Commission is the lead agency responsible for reviewing Local Coastal Programs for compliance with CEQA. The Secretary of Resources Agency has determined that the Commission's program of reviewing and certifying Local Coastal Programs qualified for certification under Section 21080.5 of CEQA.

In addition, to making the finding that the Local Coastal Program amendment is in full compliance with CEQA, the Commission must also make a finding that the least environmentally damaging feasible alternative has been chosen. Section 21080.5(d)(1) of CEQA and Section 13540(f) of the Coastal Commission's Administrative Regulations require that the Commission not approve or adopt a Local Coastal Program amendment "if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment."

For the reasons discussed above in this report, the Land Use Plan components, as submitted, are consistent with Chapter 3 polices of the Coastal Act, and the Implementation Plan component, as submitted, is adequate to carry out the polices of the certified Land Use Plan. Additionally, there are no feasible

Santa Barabara County LCP Amendment 2-97 A and B

Page 9

alternatives or mitigation measures available which would lessen any significant adverse impacts which the approval would have on the environment.

The Commission, therefore, finds that the LCP amendments, as submitted, is consistent with CEQA, the policies of the Local Coastal Program, and the California Coastal Act.

8194A

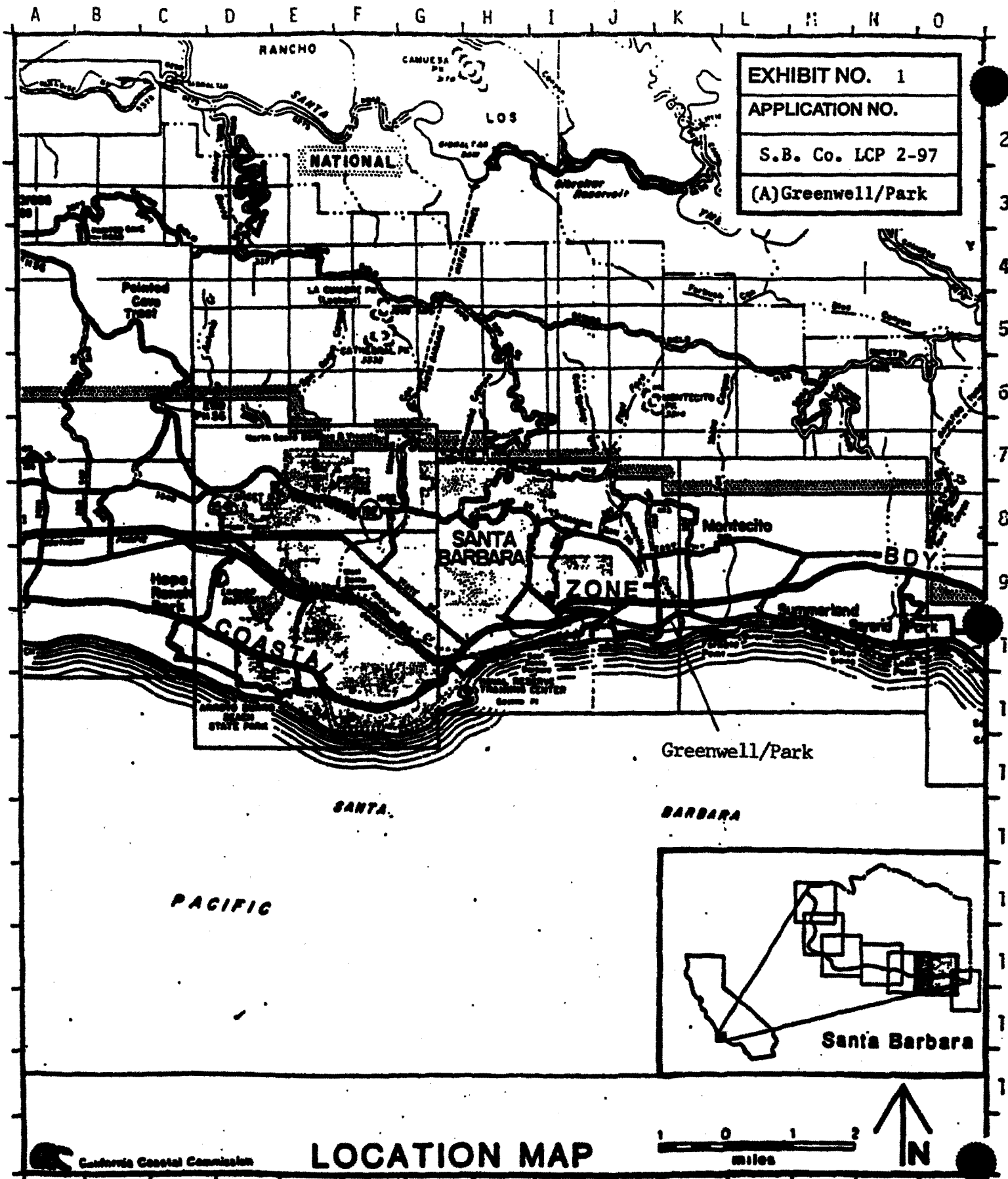
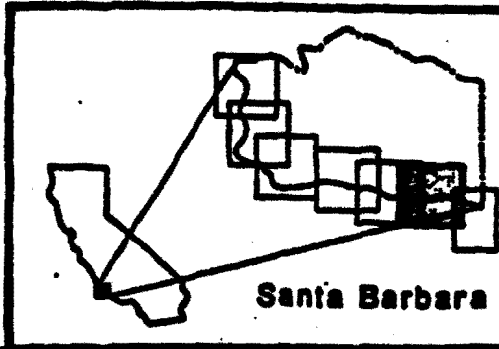


EXHIBIT NO. 1
APPLICATION NO.
S.B. Co. LCP 2-97
(A) Greenwell/Park



California Coastal Commission

LOCATION MAP



EXHIBIT NO. 3
APPLICATION NO.
S.B. Co. LCP 2-97
(A) Greenwell/Park

1 of 2

**RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

IN THE MATTER OF APPROVING AN)
 AMENDMENT TO THE SUMMERLAND)
 COMMUNITY PLAN COMPONENT OF THE)
 COASTAL LAND USE PLAN OF THE LOCAL)
 COASTAL PROGRAM TO CHANGE THE)
 SANTA BARBARA COUNTY COASTAL)
 LAND USE PLAN BY CHANGING THE)
 DESIGNATION OF APN 005-080-004 FROM)
 INSTITUTION/GOVERNMENT FACILITY TO)
 EXISTING PUBLIC OR PRIVATE)
 RECREATIONAL AND/OR OPEN SPACE AND)
 TO ADOPT SPECIFIC AMENDMENTS TO)
 ARTICLE II TO REZONE AP NO. 005-080-004)
 FROM RURAL RESIDENTIAL (RR-5) TO)
 RECREATION)
 _____)

**RESOLUTION NO. 97-366
CASE NO. 96-GP-009**

WITH REFERENCE TO THE FOLLOWING:

- A. On January 7, 1980, by Resolution No. 80-12, the Board of Supervisors of the County of Santa Barbara adopted the Santa Barbara County Coastal Plan; and
- B. On July 19, 1982, by Ordinance 3312, the Board of Supervisors of the County of Santa Barbara adopted the Santa Barbara County Coastal Zoning Ordinance, Article II of Chapter 35 of the Santa Barbara County Code; and
- C. On May 19, 1992, by Resolution No. 92-309, the Board of Supervisors adopted the Summerland Community Plan update to the Coastal Land Use Plan.
- D. In October 1992, the California Coastal Commission certified the Summerland Community Plan as part of the County's Local Coastal Program.
- E. It is now deemed to be in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County that the Board of Supervisors amend the Local Coastal Program as specified below:

1. Pursuant to case number 96-GP-009 under the provisions of the Local Coastal Program and take action to amend the Coastal Land Use Plan, including the Summerland Community Plan (SCP) text and maps, and the County's Parks, Recreation and Trails Map for the Carpinteria-Montecito-Summerland area (PRT-2):

Amend the Santa Barbara County Coastal Land Use Plan by changing the designation of APN 005-080-004 from Institution/Government Facility to Existing Public or Private Recreational and/or Open Space.

2. Pursuant to case number 96-RZ-009 under the provisions of Article II, the Coastal Zone Ordinance, to take action to:

Rezone AP No. 005-080-004 from Rural Residential (RR-5) to Recreation.

F. Public officials and agencies, civic organizations, and citizens have been consulted on and have advised the Planning Commission on the said proposed amendments in a duly noticed public hearing pursuant to Sections 65353 and 65854 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Sections 65354 and 65855 of the Government Code.

G. This Board has held a duly noticed public hearing, as required by Sections 65355 and 65856 of the Government Code, on the proposed amendments, at which hearing the amendment(s) was/were explained and comments invited from the persons in attendance.

H. These amendments to the Local Coastal Program are consistent with the provisions of the Coastal Act of 1976.

I. The Board now wishes to submit these amendments to the California Coastal Commission.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. Pursuant to the provisions of Sections 65356 and 65857 of the Government Code and Section 30514 of the Public Resources Code, the above described changes are hereby adopted as amendments to the Local Coastal Program.
3. This Board certifies that these amendments are intended to be carried out as a manner fully in conformity with the California Coastal Act.

4. The Board shall submit these Local Coastal Program Amendments to the California Coastal Commission for review and certification.

5. The Chair and the Clerk of this Board are hereby authorized and directed to sign and certify all maps, documents and other materials in accordance with this Resolution to reflect the above described action by the Board.


PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this 19th day of August, 1997, by the following vote:

AYES: Supervisors Schwartz, Graffy, Marshall, Staffel, Urbanske

NOES: None

ABSENT: None

ABSTENTIONS: None


Chair, Board of Supervisors
County of Santa Barbara

ATTEST:
MICHAEL BROWN
CLERK OF THE BOARD OF SUPERVISORS

By: 
Deputy Clerk

APPROVED AS TO FORM:
STEPHEN SHANE STARK
COUNTY COUNSEL


By: 
Deputy County Counsel

EXHIBIT NO. 4
APPLICATION NO.
S.B. Co. LCP 2-97
(A) Greenwell/Park

1 of 2

ARTICLE II (REZONE ONLY)

ORDINANCE NO. 4279

AN ORDINANCE AMENDING ARTICLE II OF CHAPTER 35 OF THE SANTA BARBARA COUNTY CODE BY ADOPTING BY REFERENCE ONE COASTAL ZONING MAP IDENTIFIED AS BOARD OF SUPERVISORS EXHIBIT NO. 35-54.16.3 TO REZONE THE 1.8 ACRE PARCEL (ASSESSOR'S PARCEL NUMBER 005-080-004) FROM RURAL RESIDENTIAL (RR-5) TO RECREATION.

Case Number 96-RZ-009

The Board of Supervisors of the County of Santa Barbara ordains as follows:

SECTION I

Section 35-54, "Adopting Zoning Ordinances and Maps and Uncertainties in District Boundaries," of Article II of Chapter 35 of the Code of the County of Santa Barbara, California, is hereby amended by the adoption by reference of one coastal zoning map identified as Board of Supervisors Exhibit No. 35-54.16.3 which rezones a 1.8 acre parcel (AP No. 005-080-004) from Rural Residential (RR-5) to Recreation which is made part of said sections by reference, with the same force and effects as if the boundaries, locations, and lines of the districts and territory therein delineated and all notations, references, and other information shown on said Coastal Zoning Map are specifically and fully set out and described therein.

SECTION II

The Chairperson of the Board of Supervisors is hereby authorized and directed to endorse said Exhibit No. 35-54-16.3 to show that said map has been adopted by this Board.

SECTION III

Except as amended by this Ordinance, Section 35-54 of the Code of Santa Barbara County, California, shall remain unchanged and shall continue in full force and effect.

SECT

the C
Section
Board
with
same
the C

rdinance shall take effect and be in force upon the date that it is certified by Commission (Article II, § 35-180.6) pursuant to Public Resource Code 4; and before the expiration of fifteen (15) days after its passage by the ervisors, this ordinance, or a summary of it shall be published once, together es of the members of the Board of Supervisors voting for and against the Santa Barbara News Press, a newspaper of general circulation published in Santa Barbara.

Coun:
follow

ED, APPROVED AND ADOPTED by the Board of Supervisors of the nta Barbara, State of California, this 19th day of August, 1997 by the e:

: Supervisors Schwartz, Graffy, Marshall, Staffel, Urbanske

: None

AIN: None

ENT: None

2
Chair. 1 of Supervisors

ATTE
MICH BROWN
CLER: THE BOARD

By 1
De: rk

APPRO AS TO FORM:
STEPH LANE STARK
County sel

By 1
Dep: ounty Counsel

Figure 1

**GOLETA TRANSPORTATION
IMPROVEMENT PLAN**
Existing 1997 Road System
With Measure D
Funded Improvements

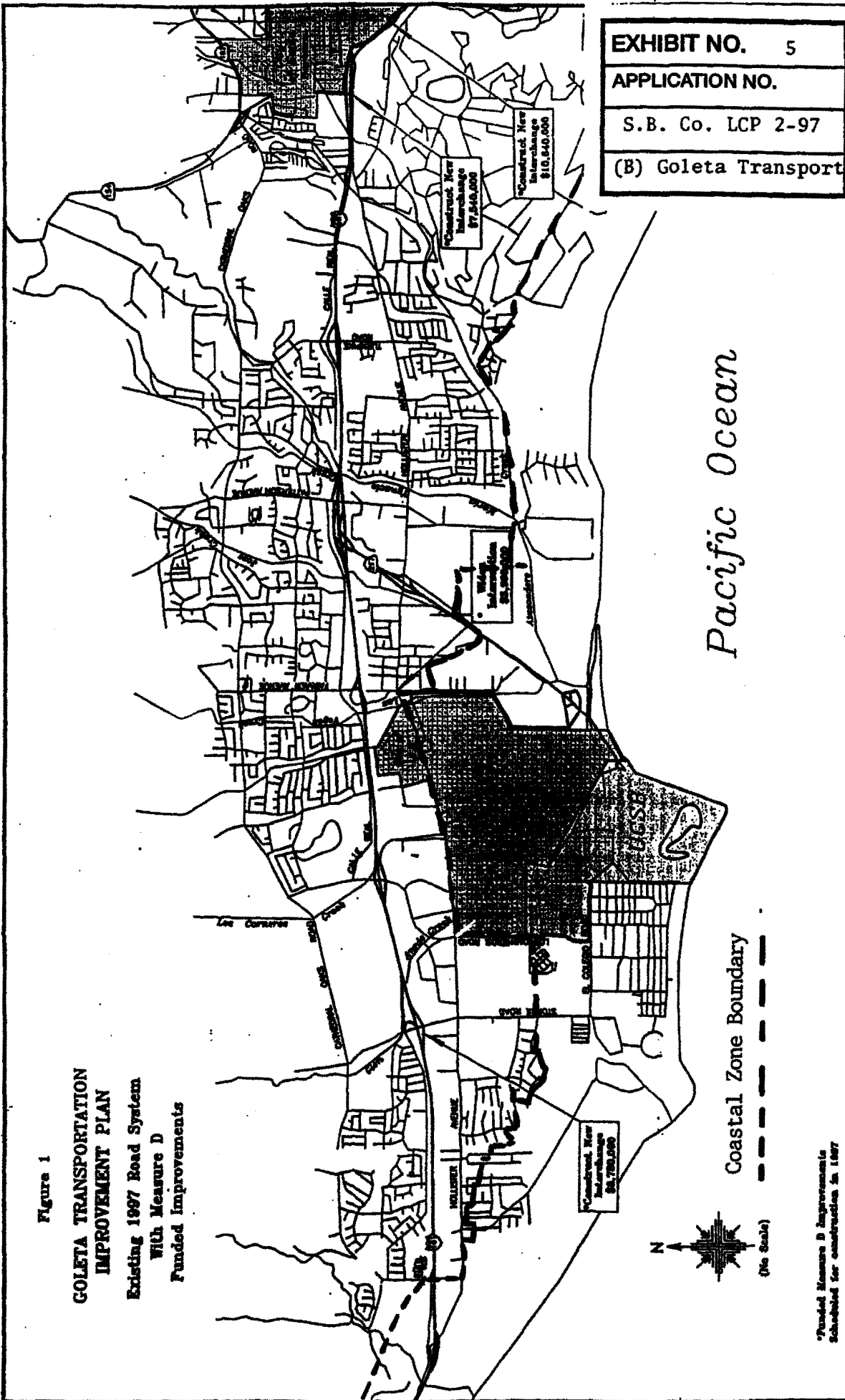


EXHIBIT NO.	5
APPLICATION NO.	
S.B. Co. LCP 2-97	
(B) Goleta Transport	

*Funded Measure D Improvements
Scheduled for construction in 1997

Figure 2

GOLETA TRANSPORTATION IMPROVEMENT PLAN

Recommended Improvements

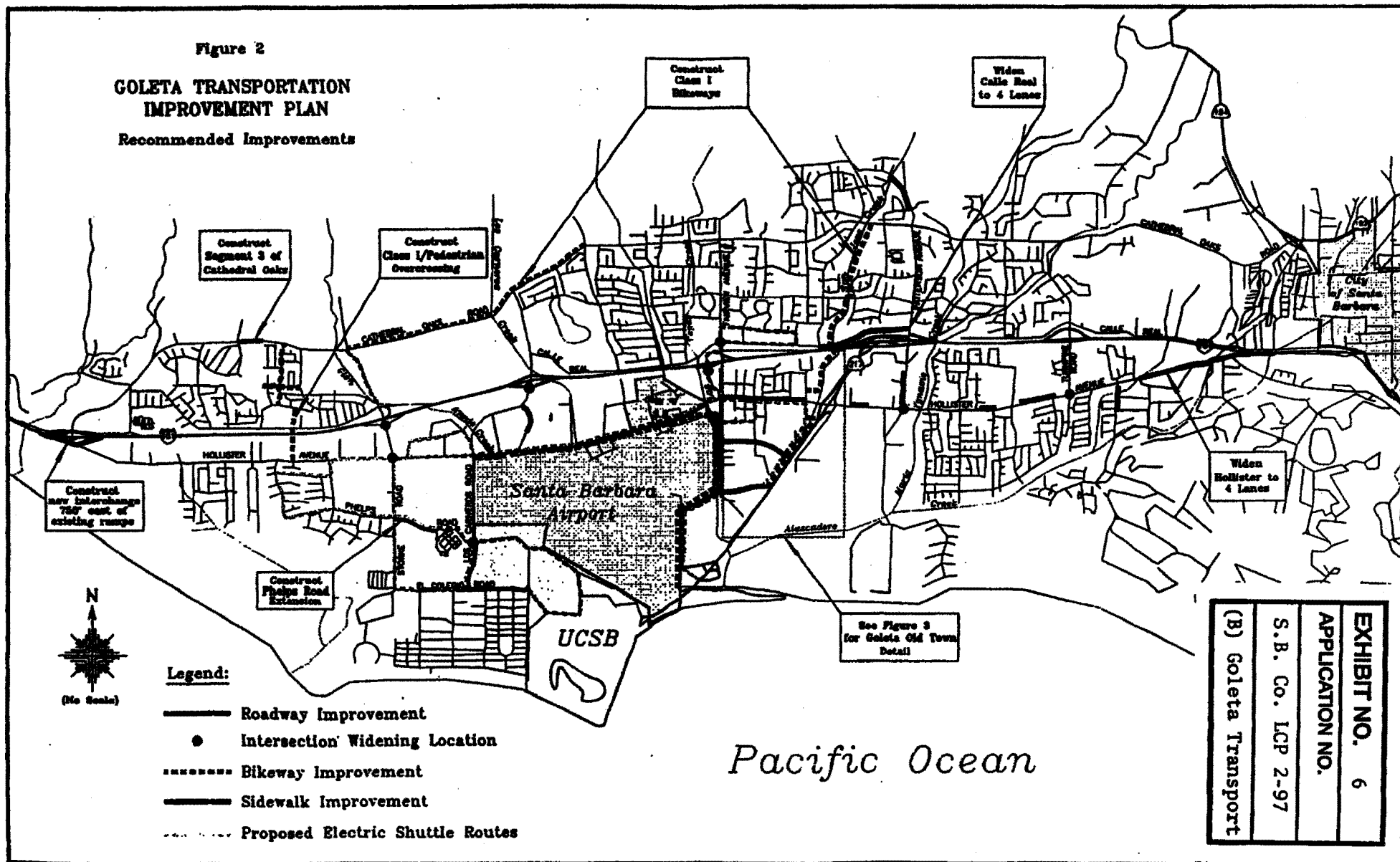


Table 1 - Summary of GTIP Funding

Roadway Improvements	Description	Impact Fees	Grants	Total Cost
S.R. 217 Expressway Conversion	Convert S.R. 217 to an expressway	\$ 675,000	\$ —	\$ 675,000
Fowler/S.R. 217 Improvements, etc.	Construct intersection and road extension at SR 217	\$ 1,700,000	\$ 1,700,000	\$ 3,400,000
Ekwill/S.R. 217 Improvements, etc.	Construct intersection and road extension at SR 217	\$ 2,400,000	\$ 2,400,000	\$ 4,800,000
Cathedral Oaks Segment 3	Cathedral Oaks Road-eastern segment, east of Evergreen Drive	\$ 894,000	\$ —	\$ 894,000
*Cathedral Oaks Segments 2 & 2.5	Cathedral Oaks Road-western segments, east of Winchester Cyn Rd	\$ 1,457,000	\$ —	\$ 1,457,000
Hollister Avenue Widening	4-lane widening, San Antonio Rd. to HWY 154	\$ —	\$ 8,000,000	\$ 8,000,000
Hollister Old Town Improvements	Construct Raised Median, widen sidewalk, etc.	\$ 1,750,000	\$ 1,750,000	\$ 3,500,000
*Hollister Median Improvements	Construct Raised Median-Patterson to SR 217	\$ 338,000	\$ —	\$ 338,000
Los Cameros Way Improvements	Construct Segment of Los Cameros Way north of Hollister	\$ 741,200	\$ —	\$ 741,200
Phelps Road Extension	Construct segment-Los Cameros Road to Storke Road	\$ 1,025,150	\$ 1,025,150	\$ 2,050,300
Calle Real Widening	4-Lane Widening, Kellogg to Patterson	\$ 2,207,100	\$ 1,000,000	\$ 3,407,100
Traffic Calming	Construct devices at yet to be determined locations	\$ 300,000	\$ —	\$ 300,000
Roadway Subtotal		\$13,487,450	\$15,875,150	\$29,562,600
<hr/>				
Intersection Improvements				
Storke/U.S. 101 Southbound Ramps	Add free right turn lane	\$ 1,313,400	\$ —	\$ 1,313,400
Storke/Hollister	Add turn lanes & widen east leg	\$ 1,201,300	\$ —	\$ 1,201,300
Los Cameros/Mesa	Add turn lanes	\$ 384,500	\$ —	\$ 384,500
Los Cameros/U.S. 101 SB Ramps	Add separate right turn lane	\$ 285,000	\$ 285,000	\$ 570,000
Fairview/Calle Real	Add turn lanes	\$ 751,600	\$ —	\$ 751,600
*Fairview/U.S. 101 SB Ramps	Reconstruct bridge interchange	\$ 570,000	\$ 5,380,000	\$ 5,950,000
Patterson/Hollister	Add westbound right turn lane	\$ 405,300	\$ —	\$ 405,300
Traffic Signals	Install 3 signals at yet to be determined locations	\$ 557,000	\$ —	\$ 557,000
Turnpike/Hollister	Add eastbound left turn lane	\$ 388,100	\$ —	\$ 388,100
Hollister/U.S.101/Cathedral Oaks	Reconstruct 750 ft. to the east	\$ 1,402,300	\$ 2,668,700	\$ 4,071,000
Intersection Subtotal		\$ 7,258,500	\$ 8,333,700	\$15,592,200
<hr/>				
Miscellaneous Projects				
Project Study Reports (PSR)	Preparation of PSR's for various projects	\$ 300,000	\$ —	\$ 300,000
Model Updates	Model runs, analysis, etc.	\$ 30,000	\$ —	\$ 30,000
Miscellaneous Subtotal		\$ 330,000	\$ —	\$ 330,000

*Revised project cost estimates as of July 28, 1997.

EXHIBIT NO. 8
APPLICATION NO.
S.B. Co. LCP 2-97
(B) Goleta Transport

Table 1 - Summary of GTIP Funding [Cont.]

Bikeway Improvements

Ellwood/U.S. 101 Class I Overcrossing	Construct Class I bike & pedestrian overcrossing	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
Ellwood area local connections	Provide local connections to Class I overcrossing	\$ 100,000	\$ 100,000	\$ 200,000
Cathedral Oaks Class I	Construct Class I from La Patera to Glen Annie	\$ 489,500	\$ 489,500	\$ 979,000
Airport/City/County Class I Projects	Construct Airport area bikeway improvements	\$ 300,000	\$ 300,000	\$ 600,000
Glen Annie Class II bikelanes	Striping for Class II bikelanes, Cathedral Oaks - Calle Real	\$ 75,000	\$ —	\$ 75,000
San Jose Creek Class I (North Segment)	Construct Class I Bikeway, Cathedral Oaks - Calle Real	\$ 400,000	\$ 400,000	\$ 800,000
San Jose Creek Class I (Central Segment)	Construct Class I Bikeway, Calle Real - Hollister	\$ 700,000	\$ 700,000	\$ 1,400,000
San Jose Creek Class I (South Segment)	Construct Class I Bikeway, Hollister - Goleta Beach	\$ 550,000	\$ 550,000	\$ 1,100,000
Bikeway Subtotal		\$ 3,614,500	\$ 3,539,500	\$ 7,154,000

Transit & Pedestrian Improvements

Sidewalk improvements	Construct sidewalk to fill gaps in network	\$ 321,300	\$ —	\$ 321,300
Passenger boarding area improvements	Provide transit infrastructure at various locations	\$ 50,000	\$ —	\$ 50,000
Turnouts for existing bus stops	Provide curb cuts at various locations	\$ 50,000	\$ —	\$ 50,000
Traffic Signal Installation	Install signal at proposed MTD Center on Storke Road	\$ 185,600	\$ —	\$ 185,600
Shuttle/Downtown/Fairview/Calle Real	Purchase of three electric shuttles	\$ 600,000	\$ —	\$ 600,000
Electric shuttle/Ellwood - UCSB	Purchase of three electric shuttles	\$ 300,000	\$ 300,000	\$ 600,000
Electric shuttle/Industrial - Old Town	Purchase of three electric shuttles	\$ 300,000	\$ 300,000	\$ 600,000
Transit & Pedestrian Subtotal		\$ 1,806,900	\$ 600,000	\$ 2,406,900
TOTAL:		\$26,497,350	\$28,348,350	\$55,045,700

EXHIBIT NO.	9
APPLICATION NO.	
S.B. Co. LCP	2-97
(B) Goleta Transport	

FUTURE DEPARTMENTAL WORK/ACTION ITEMS

The following actions should be implemented as funding becomes available, and will help implement the ¹ of 6 Circulation Element transportation policies and priorities of the GTIP.

Action CIRC-GV-2.18

Road Impact Fee. The Public Works Department shall return to the Board of Supervisors by December 1995 with a Transportation Impact Fund that replaces the Road Impact Fund. *The Transportation Impact Fee Ordinance is expected to be brought before the Board of Supervisors in June, 1997. The Ordinance is anticipated to be in effect by September, 1997.*

A minimum of twenty percent of all revenues deposited into the Transportation Impact Fund shall be allocated to the bicycle system, mass transit/pedestrian and wheelchair improvements. As a goal, the alternative transportation fund should be evenly divided between the bicycle/pedestrian system and the transit/pedestrian system. Said alternative transportation funds shall be deposited and held in separate accounts, together with accumulated interest, with provisions for loans between the two accounts, until expenditure upon bicycle, transit or pedestrian facilities is needed. This impact fee program will be developed pursuant to Government Code Section 66000 et. seq.

Action CIRC-GV-2.19

Major Roadway and Intersection Improvements: The Public Works Department shall present to the Planning Commission as part of the annual GTIP any major upcoming roadway and intersection improvements still in the preliminary or early design phase to consider implementation of alternative transportation components within the improvement.

Action CIRC-GV-2.20

Signal Timing. During routine maintenance and other signal adjustment programs, the Public Works Department should set the timing of all traffic signals in Goleta to allow adequate time for pedestrians (including the elderly and young children) to walk across safely when the pedestrian call button is activated.

Action CIRC-GV-2.21

Ad Hoc Citizens Review Committee. When funding becomes available, the Public Works Department, as part of its revision of the County Engineering Design Standards and Traffic Operations Manual, should form an ad-hoc committee, including representatives from Planning & Development, MTD, the Bicycle Coalition, and the South Coast Transit Advisory Committee. The committee should review those sections of both manuals that affect the attractiveness and safety of alternative transportation, make recommendations for revisions that increase alternative transportation options while reducing long-term maintenance costs. These recommendations should be presented to the Planning Commission no later than November 1995, and if directed, implemented as soon as practicable.¹

1. Items to be considered should include traffic calming techniques bikeway design standards, and other roadway design standards that effect bikeways.

~~Action 5. Traffic Engineering Committee. The existing 9 member Traffic Engineering Committee, established by the Board in August of 1984, should be expanded to include representatives of MTD, the Bicycle Coalition and the South Coast Transit Advisory Committee. The purpose of including these members is to include consideration of alternative transportation in the committee's independent technical review of controversial and unusual traffic problems and ensure that existing conditions and any proposed project being reviewed by the committee accommodates needed transit, pedestrian and bicycle facilities to the greatest extent feasible.² This Action Item is Complete.~~

~~Action 6. Updated Traffic Model. When funding becomes available, the Public Works Department should include traffic data from an updated traffic model for the Goleta Planning Area within the 1997 GTI. Note: Goleta Planning Area Traffic Model update was completed in February, 1997.~~

Action CIRC-GV-2.22 Trip Counts on Goleta Bikeways. When funding becomes available, the Public Works Department should conduct trip counts on Goleta's Class I and II bikeways.

Action CIRC-GV-2.23 Zoning Ordinance Changes. When funding becomes available, Planning & Development should bring to the Planning Commission and Board of Supervisors recommended changes to the Zoning Ordinance which would 1) allow greater flexibility within commercial and industrial zones, and 2) transit/pedestrian design standards for new residential and commercial development, in order to decrease congestion on Goleta roadways.²

Action CIRC-GV-2.24 Circulation Element Consistency Standards and CEQA Traffic Threshold When funding becomes available, Planning & Development should bring to the Planning Commission and Board of Supervisors recommended changes to the Circulation Element Consistency Standards and CEQA Traffic Thresholds that would allow greater flexibility in approval of development projects and facilitate implementation of the alternative transportation system.

Action CIRC-GV-2.25 Sheriff Patrols on Bicycle Paths. Planning & Development should discuss with the Sheriff's Department the feasibility of Sheriff patrols on bicycle paths.

Action CIRC-GV-2.26 Interagency Coordination. The Planning & Development and Public Works Departments should seek cooperative working relationships with the City of San Barbara, the City Airport, Caltrans, UCSB, SBCAG and other agencies to implement the Goleta Transportation Improvement Plan.

Action CIRC-GV-2.27 Interagency Coordination: South Fairview Bike Path Extension. The Planning & Development and Public Works Departments should form a working group with the Southern California Gas Company, Goleta Sanitary District, the Airport, and the Goleta Slough Management Committee to implement the Class I bicycle route from the terminus of the South Fairview bike path to Goleta Beach.

2. Examples of potentially allowed uses could include but are not limited to: child care facilities, restaurants, and retail facilities. Design standards could include through internal streets, concrete paving for bus stops, bus stops that are wheel chair accessible and curb cuts in sidewalks.

Action CIRC-GV-2.28

Phelps Road Extension. The County should explore the potential of realigning the proposed Phelps Road extension north of the California Department of Fish and Game ~~Sterke-Campus~~ wetlands in consultation with effected property owners, including ~~Deleo Corporation and possibly the United States Post Office.~~ If the Phelps Road Extension is implemented on UCSB property, the Public Works and Planning & Development Departments should coordinate with UCSB to ensure that measures are taken (such as a sound and safety wall and landscaping) that protect the quality of life in the family student housing complex

Action CIRC-GV-2.29

Truck Trips on Hollister in the Old Town. The County should review methods to reduce the number of non-local truck trips using Hollister Avenue in Old Town. Such methods could include, but are not limited to: roadways that would provide alternate routes for heavy trucks, posting Hollister Avenue in Old Town as off-limits to non-local truck traffic, etc. This should be timed concurrent with implementation of the Highway 217 improvements and Old Town Revitalization Redevelopment.

Action CIRC-GV-2.30

Bus Service in the Old Town. The County should continue to coordinate with MTD in Goleta including holding community meetings to receive public input on how best to improve MTD's bus service in the Old Town.

Action CIRC-GV-2.31.

Transportation Impact Fee Resolution. The Planning Commission and the Board of Supervisors should consider a Transportation Impact Fee Resolution for the Goleta Planning Area. The resolution should include a revised fee schedule, which is essentially the same as the current \$4.564 per P.M. peak hour trip, based on a standard land use measurement method, such as by dwelling unit or by a per thousand square foot measurement. (This would streamline the process by establishing transportation impact fees based on a standard land use measurement, rather than a detailed assessment of the precise number of peak hour trips. In addition, this resolution would enable an allocation of 20% of all impact fees to be diverted towards alternative transportation projects).

Action CIRC-GV-2.32

Public Works Department and Planning & Development shall form a working group with UCSB, SBCAG, MTD, City of Santa Barbara, Santa Barbara Industrial Association, and the development community to identify funding sources to resolve long-term operation and maintenance costs for the Goleta area shuttle system.

ATTACHMENT 3

EXISTING GTIP OBJECTIVES, POLICIES AND DEVELOPMENT STANDARDS

Objective

Objective CIRC-GV-2: *In order to address the current imbalance in the transportation network, provide realistic mode selection options for commuters and maintain generally free flowing traffic conditions on area roads, the following statement articulates the County's objective for Goleta for ~~1995-2005~~ 1997-2007:*

The County will seek to increase the percentage of commuters in Goleta using alternative transportation from the existing level of 15% to at least 20% by the year ~~2005~~ 2007 through:

- Working cooperatively with MTD and other transit providers, UCSB, the Airport, the employers and employee representatives to provide all identified high priority electric shuttles, improved express service and additional intra-community bus service, and;*
- Completing all high priority US 101 overcrossings for bicyclists and pedestrians, connecting class I bike paths, and improvements to the safety of the Class II bike path system, and;*
- Modifying existing County zoning regulations, Circulation Element road and intersection standards and Thresholds of Significance to encourage the use of alternative transportation*

Funding Allocations

~~The following standards provide specific direction regarding the allocation of funding for all capital and maintenance transportation projects in Goleta.~~

Standard 1. Capital Projects Funding.

Action CIRC-GV-3.1: A minimum of twenty percent of all revenues deposited into the Transportation Impact Fund shall be allocated to the bicycle network, and mass transit/pedestrian system. The alternative transportation fund should be evenly divided between the bicycle/pedestrian system and the transit/pedestrian system. Said alternative transportation funds shall be deposited and held in separate accounts (with provisions for loans between the accounts) together with accumulated interest, until expenditure upon bicycle, transit or pedestrian facilities is needed.

Standard 2. Maintenance Projects Funding.

Action CIRC-GV-3.2: The maintenance of alternative transportation facilities shall be directed to the appropriate agency. In accordance with Board Resolution 89-465, Sales Tax, Local STP, and other revenues dedicated toward roadway maintenance shall continue to be prioritized for maintenance activities of County facilities through the Road Maintenance Annual Plan process, with emphasis given to those projects which benefit alternative transportation facilities.³

Standard 3. State and Federal Funds.

3. Examples are inclusion of an existing bike lane, concrete reinforcement of a bus stop, or retrofit of an existing bridge that could include a bicycle facility.

Action CIRC-GV-3.3: The County should actively seek all available funds⁴ for implementation of the GTIP's high priority project list. For grants where competition exists between roadway/intersection improvements and alternative transportation projects, the latter shall have priority.

Standard 4. Active and Defined Grant Program.

Action CIRC-GV-3.4: The County Public Works and Planning & Development Departments shall actively seek grants to implement high priority bicycle projects and other modes of alternative transportation and work with MTD, Clean Air Express, and other transit providers to obtain grants to implement high priority transit projects.

Prioritization of New Capital Projects

Goal CIRC-GV-2: The goal of the high priority transportation improvement projects is to complete crucial roadway links to divert traffic from currently overburdened roads and congested intersections, to add turn lanes to the most impacted intersections, to provide pedestrian/ bike overcrossings over US Hwy 101 and associated segments of the class I bike path system in order to access major employment areas and the Old Town, and to provide the most important pilot electric shuttle routes along with improvements to express bus and clean air service.

Standard 5.

Policy CIRC-GV-3 Transportation improvements shall be prioritized in the following manner. *Any significant deviation from the GTIP priorities shall be authorized by the Board of Supervisors.* Reprioritization of projects with construction/implementation costs less than \$75,000 is not subject to Board approval, provided that the yearly total of such projects does not exceed \$200,000.

Standard 5.1. Roadway System:

Policy CIRC-GV-4: ~~The highest priority roadway and intersection improvements shall be the completion of the South Kollogg extension, the Phelps Road connection between Los Cameros and Storke Roads and the missing links of Cathedral Oaks Road.~~ Intersection priorities ~~Roadway and intersection priority improvements~~ should be those depicted on the GTIP project improvement list as high priorities in the GTIP and/or those that operate or are reasonably expected to operate at LOS E or below in the near future.

Standard 5.2. Transit/ Pedestrian Facilities:

Policy CIRC-GV-5: ~~The highest Priority transit/pedestrian projects are those depicted on the GTIP project improvement list as high priorities in the GTIP~~ and/or those which would 1) receive the highest amount of ridership, or 2) provide for intermodal connections, or 3) would complete a missing link in sidewalks, or 4) would provide pedestrian links between residential and commercial-industrial areas, or complete gaps in the pedestrian system.

Standard 5.3. Bike Paths:

Policy CIRC-GV-6: *Types of bicycle paths:* Separated facilities (Class I paths or modified Class II lanes) are a higher priority than on-road facilities, until all of the separated facilities are constructed. On-road lanes are a high priority where they address existing safety concerns, or where the majority of the funds that would be used to construct these paths are not normally available for construction of separated facilities. Commuter paths are a higher priority than

4. These include but are not limited to: HBRR (Highway Bridge Replacement and Rehabilitation), HES (Hazard Elimination and Safety), Regional STP, CMAQ, NHS, Vehicle Registration Surcharge Fee, Environmental Enhancement (EEM) Program, Mass Transit Capital and Formula Section 9 Grants and SHOPP (State Highway Operations and Protection Plan) and SLPP (State-Local Partnership Program).

reational paths for use of transportation impact fees. *Specific bicycle paths:* The highest priority bike paths are separated crossings over or under the freeway. The second highest priority are east-west paths and/or those providing direct connections between commercial/industrial and residential land uses.

Design Guidelines

DevStd CIRC-GV-4.1: The following design guidelines shall be adhered to in the design, construction, and implementation of transportation projects within the Goleta planning area:

Design Guideline-1.

- a. **US 101 Overpass Design.** *The County shall encourage Caltrans to include either All future reconstruction of US 101 overpasses shall include either a Class I path or separated Class II bicycle/pedestrian lanes in all future construction of US 101 overcrossings. Safety Measures such as stop signs, speed humps, and caution signs shall should be included in these bikeways in order to increase the safety and attractiveness of these facilities.*

Design Guideline-2.

- b. **Signal Timing.** All future road and intersection widening projects shall include signal timing which allow adequate time for pedestrians to walk across safely.

Design Guideline-3.

Signal Detection. All future or reconstructed signalized intersections along designated bicycle routes shall include detectors sensitive to waiting bicyclists.

Design Guideline-4.

- d. **Intersection Improvements.** Prior to design and construction of all intersection improvements, the Public Works Department shall consult with MTD regarding the need and feasibility of inclusion of bus facilities such as a stop or turn-around area. If needed and feasible, these facilities shall be included as part of the improvement.

Design Guideline-5.

- e. **Major Roadway and Intersection Improvements.** During the annual GTIP presentation to the Planning Commission, the Public Works Department shall present to the Planning Commission major upcoming roadway and intersection improvements. *(See Action Items for specific language.)*

Design Guideline-6.

- f. **Bicycle Paths Along Creeks.** Consistent with the Goleta Community Plan policies, bicycle paths along creek shall be located to avoid significant habitat areas to the greatest extent feasible, and if feasible, riparian habitat restoration shall be included as part of any path proposed to be built adjacent to a creek.

EXHIBIT NO. 10
APPLICATION NO.
S.B. Co. LCP 2-97
(B) Goleta Trans

**RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

1 of 3

**IN THE MATTER OF ADOPTING SPECIFIC)
AMENDMENTS TO THE CIRCULATION ELE-)
MENT OF THE GOLETA COMMUNITY PLAN)
PORTION OF THE LAND USE ELEMENT RE-)
GARDING THE GOLETA TRANSPORTATION) RESOLUTION NO.
IMPROVEMENT PLAN AND APPROVAL OF) CASE NO. 97-GP-006
ASSOCIATED CEQA FINDINGS)**

WITH REFERENCE TO THE FOLLOWING:

- A. On December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted a Comprehensive Plan for the County of Santa Barbara.
- B. On December 22, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Land Use Element of the Santa Barbara County Comprehensive Plan.
- C. In August 1993, the Board of Supervisors of the County of Santa Barbara approved the Goleta Community Plan which requires the development of an integrated capital improvement plan for the planning and implementation of future roadway, bikeway and transit improvements which identify critical improvements and increased levels of funding for alternative transportation in order to reduce congestion on Goleta roadways and intersections.
- D. On March 28, 1995, by Resolution NO. 95-138, the Board of Supervisors of the County of Santa Barbara adopted the 1995 Goleta Transportation Improvement Plan (GTIP).
- E. It is now deemed to be in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County to adopt the following amendments:

97-GP-006: an amendment to the "Goleta Community Plan Circulation Element" of the Land Use Element of the Comprehensive Plan, to add policies, actions, and development standards (as amended) to the Goleta Community Plan Circulation Element. (Attachments 1 & 3 of staff report for Planning Commission hearing of May 23, 1997, hereby incorporated by reference).

- F. Public officials and agencies, civic organizations, and citizens have been consulted on and have been advised the Planning Commission on the said proposed amendments in a duly noticed public hearing pursuant to Section 65353 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Section 65354 of the Government Code.
- G. This Board has held a duly noticed public hearing, as required by Section 65355 of the Government Code, on the proposed amendments, at which hearing the amendment(s) was/were explained and comments invited from the persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

- 1. The above recitations are true and correct.
- 2. Pursuant to the provisions of Section 65356 of the Government Code, the above described changes are hereby adopted as amendments to the Land Use Element of the Santa Barbara County Comprehensive Plan.
- 3. Pursuant to the provisions of Government Code Section 65357, the chair and the Clerk of this Board are hereby authorized and directed to sign and certify all maps, documents and other materials in accordance with this resolution to reflect the above described action by the Board.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara,
State of California, this _____ day of _____ 1997, by the following vote:

AYES:

NOES:

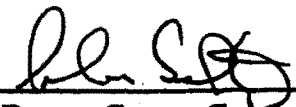
ABSENT:

Chair, Board of Supervisors
Tom Urbanske

ATTEST:
MICHAEL F. BROWN
Clerk of the Board

BY _____
Deputy Clerk

APPROVED AS TO FORM:
STEPHEN SHANE STARK,
County Counsel

BY  _____
Deputy County Counsel

G:\Group\Traffic\ww\Resol\GTIP\BOS.007

EXHIBIT NO.	11
APPLICATION NO.	
S.B. Co. LCP 2-97	
(B) Goleta Transport	

1 of 3

**RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

**IN THE MATTER OF ADOPTING LOCAL COASTAL)
PLAN AMENDMENTS TO THE COASTAL PORTION)
OF THE GOLETA COMMUNITY CIRCULATION)
ELEMENT OF THE COMPREHENSIVE PLAN RE-)
GARDING THE GOLETA TRANSPORTATION) RESOLUTION NO.
IMPROVEMENT PLAN) CASE NO. 97-GP-007**

WITH REFERENCE TO THE FOLLOWING:

- A. On January 7, 1980, by Resolution No. 80-12, the Board of Supervisors of the County of Santa Barbara adopted the Santa Barbara County Coastal Plan; and
- B. In August 1993, the Board of Supervisors of the County of Santa Barbara approved the Goleta Community Plan.
- C. In June 1993, the California Coastal Commission certified the Goleta Community Plan as part of the County's Local Coastal Program.
- D. On March 28, 1995, by Resolution No. 95-138, the Board of Supervisors of the County of Santa Barbara adopted the 1995 Goleta Transportation Improvement Plan (GTIP).
- E. It is now deemed to be in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County that the Board of Supervisors amend the Local Coastal Program specified below.

97-GP-007: an amendment to the County of Santa Barbara Local Coastal Plan "Goleta Community Plan Circulation Element" to add policies, actions, and development standards (as amended) to the Goleta Community Plan Circulation Element. (Attachments 1& 3 of staff report for Planning Commission hearing of May 21, 1997, hereby incorporated by reference).

- F. Public officials and agencies, civic organizations, and citizens have been consulted on and have been advised the Planning Commission on the said proposed amendments in a duly noticed public hearing pursuant to Section 65353 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Section 65354 of the Government Code.
- G. This Board has held a duly noticed public hearing, as required by Section 65355 of the Government Code, on the proposed amendments, at which hearing the amendment(s) was/were explained and comments invited from the persons in attendance.
- H. These amendments to the Local Coastal Program are consistent with provisions of the Coastal Act of 1976.
- I. The Board now wishes to submit these amendments to the California Coastal Commission.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

- 1. The above recitations are true and correct.
- 2. Pursuant to the provisions of Section 65356 of the Government Code, the above described changes are hereby adopted as amendments to the Santa Barbara County Coastal Plan.
- 3. This Board certifies that these amendments are intended to be carried out in a manner fully in conformity with the said California Coastal Act.
- 4. The Board submits these Local Coastal Plan amendments to the California Coastal Commission for review and certification.
- 5. The Chair and the Clerk of the Board are hereby authorized and directed to sign and certify all maps, documents and other materials in accordance with this resolution to reflect the above described action by the board of Supervisors.

EXHIBIT NO. 12

APPLICATION NO.

S.B. Co. LCP 2-97

Goleta Community Plan Circulation Element**Revised Policy Numbering per 97-GP-006 & 97-GP-007****(Revised Policy Numbering 10-28-97 for Coastal Commission Submittal)**

Existing Policy Numbering	Revised Policy Numbering
Goal CIRC-GV:	Goal CIRC-GV-1:
Objective CIRC-GV:	Objective CIRC-GV-1:
Action CIRC-GV-1.2:	N/A
Action CIRC-GV-1.3:	N/A
	Goal CIRC-GV-2: (new)
	Objective CIRC-GV-2: (new)
Policy CIRC-GV-2:	N/A
Action CIRC-GV-2.1:	N/A
Program CIRC-GV-2.2:	N/A
Action CIRC-GV-2.3:	N/A
Program CIRC-GV-2.4:	N/A
Program CIRC-GV-2.5:	N/A
Action CIRC-GV-2.6:	N/A
Action CIRC-GV-2.7:	N/A
Action CIRC-GV-2.8:	N/A
Program CIRC-GV-2.9:	N/A
Action CIRC-GV-2.10:	N/A
Action CIRC-GV-2.11:	N/A
Action CIRC-GV-2.12:	N/A
Action CIRC-GV-2.13:	N/A
Action CIRC-GV-2.14:	N/A
Action CIRC-GV-2.15:	N/A
Action CIRC-GV-2.16:	N/A
Action CIRC-GV-2.17:	N/A
	Action CIRC-GV-2.18 to 2.32 (new)
	Policy CIRC-GV-3 (new)
	Action CIRC-GV-3.1 (new)
	Action CIRC-GV-3.2 (new)
	Action CIRC-GV-3.3 (new)
	Action CIRC-GV-3.4 (new)
	Policy CIRC-GV-4 (new)
	DevStd CIRC-GV-4.1 (new)
	Policy CIRC-GV-5 (new)
	Policy CIRC-GV-6 (new)
Policy CIRC-GV-3:	Policy CIRC-GV-7:
Policy CIRC-GV-4:	Policy CIRC-GV-8:
Policy CIRC-GV-5:	Policy CIRC-GV-9:
Action CIRC-GV-5.1:	Action CIRC-GV-9.1:

Page 1 of 2

Existing Policy Numbering	Revised Policy Numbering
Action CIRC-GV-5.2:	Action CIRC-GV-9.2:
Policy CIRC-GV-6:	Policy CIRC-GV-10:
Action CIRC-GV-6.1:	Action CIRC-GV-10.1:
Policy CIRC-GV-7:	Policy CIRC-GV-11:
Policy CIRC-GV-8:	Policy CIRC-GV-12:
Action CIRC-GV-8.1:	Action CIRC-GV-12.1:
Policy CIRC-GV-9:	Policy CIRC-GV-13:
Policy CIRC-GV-10:	Policy CIRC-GV-14:
Policy CIRC-GV-11:	Policy CIRC-GV-15:
Policy CIRC-GV-12:	Policy CIRC-GV-16:
Policy CIRC-GV-13:	Policy CIRC-GV-17:

F:\CIRCU\COMP\WINWORD\GOLETA\GTP\POLICYTAB.DOC