

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641-0142



Th 13a

January 14, 1999

TO: Commissioners and Interested Persons

FROM: Chuck Damm, Senior Deputy Director
Gary Timm, District Manager
Mark H. Capelli, Coastal Program Analyst

RE: SANTA BARBARA COUNTY LCP Amendment 2-98-B Public Hearing and
Action at the California Coastal Commission Hearing of February 2-5, 1999 at
the Hotel Coronado, Coronado

Background

The County of Santa Barbara submitted Local Coastal Program (LCP) Amendment 2-98 on October 16, 1998 consisting of two parts: Part A consists of a variety of amendments to the County's Local Coastal Program Implementation Ordinance, and Part B consists of amendments to incorporate elements of the Goleta Old Town Revitalization Plan into the Land Use Plan and Implementation elements of the County's certified Local Coastal Program. Part A was acted upon by the Commission at its December 1998 hearing.

This staff report and recommendation deals only with Part B, the Goleta Old Town Revitalization Plan.

The submittal was deemed complete and filed on October 30, 1998.

Amendment Proposal and Staff Recommendation

The proposed amendment would incorporate the Goleta Old Town Revitalization Plan into the County's Local Coastal Program. Only portions of the Goleta Old Town Planning area, however, are within the County's portion of the Coastal Zone. The elements of the Goleta Old Town Revitalization Plan which fall within the Coastal Zone, and are part of this amendment, are: the redesignation and rezoning of three parcels to reduce intensity of allowed development; provision for various infrastructure improvements; provision of bicycle paths along Old San Jose Creek; reclassification of roadways; extension of Fowler Road; flooding and drainage improvements to San Jose Creek; and identification of hazardous waste clean up sites.

The staff is recommending approval of the proposed amendments as submitted by the County of Santa Barbara.

Additional Information

For further information about the amendment request, this report, or the amendment process, contact Mark H. Capelli at the South Central Coast Area Office, 89 South California Street, Ventura, CA (805) 641-0142.

Exhibits

1. General Location Map
2. Goleta Old Town Revitalization Plan Boundaries
3. Site Map for Parcel Sites 7a and 7b and Development Standards
4. Site Map for Parcel Site 8 and Development Standards
5. Site Map for Parcel Site 9 and Development Standards
6. Public Infrastructure Map
7. Bikeway Map
8. Road Reclassification Map
9. Hazardous Waste Sites Map
10. Resolution No. 98-252
11. Resolution No. 98-253
12. Ordinance No. 4324

I. STAFF RECOMMENDATION

Approval of Land Use Plan Amendments as Submitted.

Motion I

I move that the Commission certify Amendment 2-98-B to the Santa Barbara County Local Coastal Program LUP as submitted.

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

Resolution I

The Commission hereby certified the Land Use Plan amendment 2-98-B of the Local Coastal Program Land Use Plan of the County of Santa Barbara and finds for the reasons discussed below that the amendment meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic goals specified in Section 30001.5 of the Coastal Act, and that the certification of the amendment meets the requirements of Section 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 effects to the environment.

Approval of the Implementation Ordinance Amendments as submitted.

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Motion II

I move that the Commission reject the Implementation Ordinance Amendment 2-98-B to the Santa Barbara County LCP as submitted.

Staff recommends a NO vote on the motion and adoption of the following resolution of certification and related findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

Resolution II

The Commission hereby certifies Amendment 2-98-B to the Implementation Ordinance of the Santa Barbara County Local Coastal Program on the grounds that the amendment to the Local Coastal Program Implementation Ordinance, as submitted, conforms to and is adequate to carry out the provisions of the certified Local Coastal Program Land Use Plan. There are no feasible alternatives available which would substantially lessen any significant effects which the approval of the Implementation Ordinance amendment may have on the environment.

II. RECOMMENDED FINDINGS

1. Standard of Review

The standard of review for an amendment to the certified Local Coastal Program Land Use Plan is the Chapter 3 policies of the Coastal Act. The Coastal Act requires that an affirmative vote of a majority of the Commissioner's present is needed to adopt a Land Use Plan amendment.

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

2. Proposal

The proposed ordinance amendment would incorporate the Goleta Old Town Revitalization Plan into the County's certified Local Coastal Program. However, only a portion of the Goleta Old Town Revitalization Plan falls within the Coastal Zone and is the subject of this amendment request. These are described below. (See Exhibits 1 and 2.)

A. Land Use Plan

The land use plan amendment affects four parcels within the Coastal Zone portion of the Goleta Old Town Revitalization Plan:

Parcel #7A (Thornwood Drive): This is a 26.1 acre parcel which currently has a Light Industry land use plan designation on the northern 9 acres and a Service Industry - Goleta designation on the southern 16 acres. The land use designation and the zoning designation will remain, unchanged. (See Exhibit 3.)

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The site is vacant with the exception of the Seymour Ducan building on the northeast corner of the site, Santa Barbara Transportation, and an auto dismantling operation on the southeast corner. Surrounding land uses include industrial uses and the Santa Barbara Municipal Airport to the west, light industrial, residential, Airport Plaza and office and professional uses to the north, mixed industrial use to the east, the Twin-Screen Drive-In and Highway 217 to the south. Old San Jose Creek extends along the site's northern and western boundaries. The southern portion of the site is within the 100-year floodplain of San Jose and San Pedro Creeks.

As noted, the land use designation and the zoning designation will remain, unchanged. However, a number of site specific development standards will be added to regulate future development of the site. These standards provides that: new development be compatible with the Heritage District standards (designed to preserve and perpetuate historical architectural themes within the Goleta Valley); new development of parcels adjacent to Old San Jose Creek include habitat restoration; native vegetation be used to restore the adjacent creek areas; if appropriate, new development on parcels adjacent to Old San Jose Creek shall be required to dedicate a 50 foot Open Space easement along the creek, and construct a portion of the Old San Jose Creek Multi-Use Trail across the parcel; develop a landscape and screening plan for all new development; installation of a landscaped buffer of native trees and shrubs between the creeks banks and other active use areas; if necessary, new development shall be required to dedicate an easement to the County for the construction of public improvements (e.g. sidewalks, landscaping, etc.) along Thornwood Avenue and the Fowler Road; if appropriate, new development shall include public pedestrian/bicycle access routes between the development and the proposed Old San Jose Creek multi-use trail; and to the extent feasible, site plans for parcels 7A, 7B, and 9 shall be coordinated.

Parcel #7B (Drive-In): This is a 16 acre parcel which currently has a Light Industry land use plan designation. The land use plan designation will remain unchanged. (See Exhibit 3.)

Currently the site contains a drive-in theater and concession building which are no longer in use, and a 4-acre auto-dismantling yard. Surrounding land uses include light industrial and residential uses to the west, an auto dismantling yard and vacant industrial zoned land to the north (Site 7A). State Route 217 to the east, and the Goleta Slough to the south and west. The Airport Clear Zone extends across the northern third of the site, while the entire site is within the 100-year floodplain of San Jose and San Pedro Creeks. A 700-foot segment of Old San Jose Creek extends along the western boundary of the site.

As noted above, land use plan designation will remain the same (while the zoning on the southern portion of the site will be changed to M-1 Light Industry). Additionally, a number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcel 7A and provide that: new development be compatible with the Heritage District standards; new development of parcels adjacent to Old San Jose Creek include habitat restoration; native vegetation be used to restore the adjacent creek areas; if necessary, new development shall be required to dedicate an easement to the County for the construction of public improvements (e.g. sidewalks, landscaping, etc.) to Fowler Road; develop and easement for future public access to the proposed San Jose Creek Bikeway; incorporate one and two story elements (with at least 30% one story) and fast growing landscaping to reduce the visual impacts resulting from necessary fill of the site to meet flood hazards requirements; landscape and screening plan for all new development; installation of a landscaped buffer of native trees and shrubs between the creeks banks and other active use areas; and to the extent feasible coordinate site plans for parcels 7A, 7B, and 9. (See Exhibits 3 and 5)

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Parcel #8 (Corta Street): This is a 2.07 acre parcel which currently has a General Industry land use plan designation. The land use plan designation of the site will be changed from General Industry to Light Industry. (See Exhibit 4.)

Currently the site contains a 5,3000 square feet of existing industrial space, 15 residential units, and several unpaved access roads. Surrounding land uses include the undeveloped airport Clear Zone to the north, an auto dismantling yard and the closed Twin Drive-In movie complex to the east; open land to the south, and the Santa Barbara Airport to the west. A 500-foot section of Old San Jose Creek forms the eastern site boundary. The Airport Clear Zone extends across the northern portion of the site, while the entire site is within the 100-year floodplain of San Jose and San Pedro Creeks.

As noted above, the land use designation of the site will be changed from General Industry to Light Industry, and the zoning designation from M-2 to M-S-GOL. Additionally, a number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcels 7A and 7B and provide that: new development be compatible with the Heritage District standards; landscaped buffers of native, drought-tolerant vegetation will be planted to break up views of parking areas and building masses and to screen views from the San Jose Creek Bikeway and the Fowler Road extension; new development shall incorporate on-site improvements to facilitate the Fowler Road extension; restore Old San Jose Creek as part of development of the parcel; use native vegetation in any landscaping plans for the site; to the extent feasible, coordinate the planing for the site with Parcels 7A, &B, and 9. (See Exhibits 3 and 5)

Parcel #9 (Daley, Matthews and Olney): This is a 6.39 acre parcel which currently has a General Industry land use plan designation. The land use designation of the site will be changed from General Industry to Light Industry. (See Exhibit 5.)

Currently the site contains a 53,100 square feet of existing industrial space and 11 non-conforming residential units. Surrounding land uses include the Airport Plaza to the north, Fairview Avenue and Santa Barbara Municipal Airport to the west, the undeveloped Santa Barbara Airport Clear Zone to the south and undeveloped lands to the east (Parcels 7A and 7B). A 750-foot section of Old San Jose Creek forms the eastern site boundary. The Airport Clear Zone extends across a 0.7 acre portion of the southeast corner of the site, while the entire site is within the 100-year floodplain of San Jose and San Pedro Creeks.

The land use designation of the site will be changed from General Industry to Light Industry, and the zoning designation from General Industry (M-2) to Service Industrial Goleta (M-S-GOL). Additionally, a number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcels 7A, 7B, and 8, and provide that: new development be compatible with the Heritage District standards; new development of parcels adjacent to Old San Jose Creek shall include habitat restoration along the creek; use of native vegetation in any landscaping plans for the site; new development shall pursue funding to infrastructure improvements for the site's Fairview Avenue frontage; inclusion of a landscaping plan for any development of the site to provide screening from Fairview Avenue and the Old San Jose Creek trail areas; to the extent feasible, coordinate the planing for the site with Parcels 7A, &B, and 9; and consider the use of revitalization plans to repave common roadways within the site. (See Exhibits 3 and 5.)

In addition to these parcel-specific land use plan changes, the proposed amendment includes a number of conceptual infrastructure changes to support the redevelopment and revitalization of

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the Goleta Old Town Revitalization Planning Area. These include beautification of South Fairview Avenue, providing signalized intersections, modified on and off-ramps and medium strip landscaping on State Highway 217 (after converting the State Highway to a County Expressway), extension of Fowler Road from Fairview Avenue to State Highway 217, installation of an at grade intersection at Fowler Road and State Highway 217, construction of a Bikeway along San Pedro Creek, development of a Recreational Trail along Old San Jose Creek, enlargement of the creek channel at the mouth of San Pedro Creek for flood control, various modifications to San Jose Creek (including channel widening, bridge replacement, and construction of flood walls) for flood control; and reconnection of the southern extension of Old San Jose Creek to the channelized portion of San Jose Creek. Finally, the amendment would identify hazardous clean-up sites within the Goleta Old Town Revitalization Planning Area (six of which occur within the Coastal Zone portion of the planning area). (See Exhibit 9.)

Construction of these infrastructure improvements and clean-up of hazardous site would not be authorized by the amendment. Each infrastructure development and hazardous clean-up operation would require a separate locally issued Coastal Development Permit before construction, and would be subject to review for consistency with the development standards and polices of the County's certified Local Coastal Program.

B. Implementation/Zoning Ordinances

To carry out the land use plan designation to the four parcels within the Coastal Zone portion of the Goleta Old-Town Revitalization Plan, the amendment would change several of the existing zoning designations:

Parcel #7A (Thornwood Drive): This 26.1 acre site is currently zoned M-1 (Light Industry) on the northern 9 acres and M-S-GOL (Service Industry – Goleta) on the southern portion of the site. The zoning designations will remain unchanged.

Parcel #7B (Drive-In): This 16 acre site is currently zoned M-S-GOL (Service Industrial – Goleta). The zoning designation on the southern 10 acres will be changed to M-1 (Light Industry). The purpose of this change is to provide for a wider variety of light industrial uses.

Parcel #8 (Cora Street): This 20.7 acre site is currently zoned M-2 (General Industry). The zoning designation will be changed to M-S-GOL (Service Industrial - Goleta). The purpose of this change is to limit uses to service and/or light industrial business, and to limit employment levels to approximately 25 employees per acre.

Parcel #9 (Daley, Matthews and Olney): This 6.39 acre site is currently zoned M-2 (General Industry). The zoning designation will be changed to M-1 (Light Industry). The purpose of this change is provide to consistency with existing light industrial uses and reduce the potential for development of more intensive industrial uses.

3. Consistency of Land Use Plan Changes with Coastal Act Policies

The standard of review for an amendment to the certified Local Coastal Program Land Use Plan is the Chapter 3 policies of the Coastal Act.

A. Land Use Plan Land Use Designations

PRC Section 30250 provides, in relevant part, that:

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

All of the parcels for which a land use plan designation change is proposed currently allow some type of industrial or commercial uses. The proposed changes to land use plan designations on these four parcels, do not involve change to the basic types of land uses currently allowed on the four parcels, but only a change to the range of uses currently allowed. All of these parcels are located within the historic urban core of the community of Goleta and provide lands suitable for generalized industrial and commercial uses. None are situated or suitable for any type of coastal priority uses such as recreational visitor serving, agricultural, or coastal dependent industry. The individual parcels are discussed separately below:

Parcel #7A (Thornwood Drive): This 26.1 acre parcel currently has a Light Industry land use plan designation on the northern 9 acres, and a Service Industry - Goleta land on the southern 16 acres. The southern portion of the site is within the 100-year floodplain of San Jose and San Pedro Creeks. The land use designation and the zoning designation will remain the same. (See Exhibit 3.)

However, as noted above, a number of site specific development standards will be added to regulate future development of the site. These standards provides that: new development be compatible with the Heritage District standards; new development of parcels adjacent to Old San Jose Creek include habitat restoration; native vegetation be used to restore the adjacent creek areas; if appropriate, new development on parcels adjacent to Old San Jose Creek shall be required to dedicate a 50 foot Open Space easement along the creek, and construct a portion of the Old San Jose Creek Multi-Use Trail across the parcel; develop a landscape and screening plan for all new development; installation of a landscaped buffer of native trees and shrubs between the creeks banks and other active use areas; if necessary, new development shall be required to dedicate an easement to the County for the construction of public improvements (e.g., sidewalks, landscaping, etc.) along Thornwood Avenue and the Fowler Road; if appropriate, new development shall include public pedestrian/bicycle access routes between the development and the proposed Old San Jose Creek multi-use trail; and to the extent feasible, site plans for parcels 7A, 7B, and 9 shall be coordinated. (See Exhibits 3 and 5.)

The site is vacant with the exception of the Seymour Ducan building on the site northeast corner, Santa Barbara Transportation, and an auto dismantling operation on the southeast corner. Surrounding land uses include industrial uses and the Santa Barbara Municipal Airport to the west, light industrial residential uses, Airport Plaza and office and professional uses to the north, mixed industrial use to the east, the Twin-Screen Drive-In to the and Highway 217 to the south. Old San Jose Creek extends along the site's northern and western boundaries. The southern portion of the site is within the 100years floodplain of San Jose and San Pedro Creeks.

The proposed additional development standards will not replace the existing policies of the County's certified Local Coastal Program Land Use Plan but are intended to supplement them by providing additional guidance for development on the subject parcel. Specifically, the proposed

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development standards are intended to ensure that development on the site is consistent with the historic features of Old Town Goleta (including pedestrian-oriented architecture), protect and enhance the adjacent riparian corridor of the adjacent Old San Jose Creek, provide improved pedestrian and vehicular circulation and access, promote the development of public pedestrian/bicycle access routes between the parcel and the proposed Old San Jose Creek multi-use trail, and coordinate development with the adjacent Parcels 7B, 8 and 9. (See Exhibits 3 and 5.)

Parcel #7B (Drive-In): This 16 acre parcel currently has a Light Industry land use plan designation. The land use plan designation will remain unchanged. The Light Industry land use designation provides areas reserved exclusively for light industrial uses. (See Exhibit 3.)

A number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcel 7A and provide that: new development be compatible with the Heritage District standards; new development of parcels adjacent to Old San Jose Creek include habitat restoration; native vegetation be used to restore the adjacent creek areas; if necessary, new development shall be required to dedicate an easement to the County for the construction of public improvements (e.g. sidewalks, landscaping, etc.) to Fowler Road; develop an easement for future public access to the proposed San Jose Creek Bikeway; incorporate one and two story elements (with at least 30% one story) and fast growing landscaping to reduce the visual impacts resulting from necessary fill of the site to meet flood hazards requirements; landscape and screening plan for all new development; installation of a landscaped buffer of native trees and shrubs between the creeks banks and other active use areas; and to the extent feasible coordinate site plans for parcels 7A, 7B, and 9. (See Exhibits 3 and 5.)

Parcel #8 (Corta Street): This is a 2.07 acre parcel, which currently has a General Industry land use plan. The land use plan designation of the site will be changed from General Industry to Light Industry. The Light Industry land use designation will allow for lower intensity industrial uses. (See Exhibit 4.)

Currently the site contains a 5,300 square feet of existing industrial space, 15 residential units, and several unpaved access roads. Surrounding land uses include the undeveloped airport Clear Zone to the north, an auto dismantling yard and the closed Twin Drive-In move complex to the east; open land to the south, and the Santa Barbara Airport to the west. A 500-foot section of Old San Jose Creek form the eastern site boundary. The Airport Clear Zone extends across the northern portion of the site, while the entire site is within the 100-year floodplain of San Jose and San Pedro Creeks.

Additionally, a number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcels 7A and 7B and provide that: new development be compatible with the Heritage District standards; landscaped buffers of native, drought-tolerant vegetation will be planted to break up views of parking areas and building masses and to screen views from the San Jose Creek Bikeway and the Fowler Road extension; new development shall incorporate on-site improvements to facilitate the Fowler Road extension; restore Old San Jose Creek as part of development of the parcel; use native vegetation in any landscaping plans for the site; to the extent feasible, coordinate the planing for the site with Parcels 7A, &B, and 9. (See Exhibits 3 and 5.)

None of the proposed changes alters the basic coastal policies (or the interpretation of these policies) contained in the County of Santa Barbara's certified Local Coastal Program Land Use Plan. The C-1 Limited Commercial and the C-1 GOL Limited Commercial zone district

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designations allows identical types of commercial development. The elimination of the C-1 GOL Limited Commercial zone district and its replacement with the C-1 Limited Commercial merely has the effect of allowing the C-1 Limited Commercial zone district to be applied beyond the limits of the Goleta Community Planing Area. This change would allow the County to accommodate a variety of commercial uses such as retail stores and service shops within the greater Goleta Valley within the Coastal Zone. The current amendment, however, does not designate any additional parcels with this zone district designation, though there are lands currently with land-use designations within the Goleta Valley portion of the Coastal Zone which would be consistent with the zone district designation. Finally, none of the proposed changes alters the development standards of the County's Implementation Ordinance, and therefore the changes do not affect the consistency of the Implementation Ordinance with the Land Use Plan policies or its ability to carry out any of the other provisions of the Land Use Plan. (See Exhibit #2 for the full text of the proposed changes to the County Local Coastal Program Implementation Ordinance.)

Parcel #9 (Daley, Matthews and Olney): This is a 6.39 acre parcel currently has a General Industry (M-2) land use plan designation. The land use plan designation will be changed from General Industry to Light Industry. (See Exhibit 5.)

Currently the site contains a 53,100 square feet of existing industrial space and 11 non-conforming residential units. Surrounding land uses include the Airport Plaza to the north, Fairview Avenue and Santa Barbara Municipal Airport to the west, the undeveloped Santa Barbara Airport Clear Zone to the south and undeveloped lands to the east (Parcels 7A and 7B). A 750-foot section of Old San Jose Creek forms the eastern site boundary. The Airport Clear Zone extends across a 0.7 acre portion of the southeast corner of the site, while the entire site is within the 100-year floodplain of San Jose and San Pedro Creeks.

The land use designation of the site will be changed from General Industry to Light Industry, and the zoning designation from General Industry (M-2) to Service Industrial Goleta (M-S-GOL). Additionally, a number of site specific development standards will be added to regulate future development of the site. These standards are similar to those for Parcels 7A, 7B, and 8, and provide that: new development be compatible with the Heritage District standards; new development of parcels adjacent to Old San Jose Creek shall include habitat restoration along the creek; use of native vegetation in any landscaping plans for the site; new development shall pursue of funding to infrastructure improvements for the site's Fairview Avenue frontage; inclusion of a landscaping plan for any development of the site to provide screening from Fairview Avenue and the Old San Jose Creek trail areas; to the extent feasible, coordinate the planing for the site with Parcels 7A, &B, and 9; and consider the use of revitalization plans to repave common roadways within the site.

The proposed land use plan designations do not fundamentally alter the land use designations originally certified by the Commission as part of the County of Santa Barbara's Local Coastal Program Land Use Plan; them merely alter the range of industrial and commercial uses currently allowed in the County Local Coastal Program Land Use Plan. Further, the proposed land use changes will not adversely affect any coastal priority land uses such as recreational visitor, agricultural, or coastal dependent industry, nor will they can any adverse impacts to coastal resources, including environmentally sensitive habitats, or scenic and visual resources. Finally, these changes, coupled with the site specific development standards will provide additional protection to coastal resources, including coastal streams, as well enhance the visual quality of the Goleta Old Town Revitalization Area

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The Commission therefore finds that the proposed land use designation changes for proposed as part of this amendment are consistent with and adequate to carry out the requirements of PRC Section 30250.

B. Other Land Use Plan Amendment Elements

In addition to these parcel-specific land use plan changes, the proposed amendment includes a number of conceptual infrastructure changes to support the redevelopment and revitalization of the Goleta Old Town Revitalization Planning Area. These include beautification of South Fairview Avenue, providing signalized intersections, modified on and off-ramps and medium strip landscaping on State Highway 217 (after converting the State Highway to a County Expressway), extension of Fowler Road from Fairview Avenue to State Highway 217, installation of an at grade intersection at Fowler Road and State Highway 217, construction of a Bikeway along San Pedro Creek, development of a Recreational Trail along Old San Jose Creek, enlargement of the creek channel at the mouth of San Pedro Creek for flood control, various modifications to San Jose Creek (including channel widening, bridge replacement, and construction of flood walls) for flood control; and reconnection of the southern extension of Old San Jose Creek to the channeled portion of San Jose Creek. The amendment would also identify hazardous clean-up sites within the Goleta Old Town Revitalization Planning Area (six of which occur in within the Coastal Zone portion of the planning area). (See Exhibits 6, 7, 8, and 9.)

The proposed modifications to the vehicular circulation system are intended to increase the efficiency of the existing system, and in the case of the extension of Fowler Road, to increase access to parcels currently designated for industrial development. Most of the vehicular circulation proposals will utilize existing right-of-way, and will not require encroachment onto any environmentally sensitive habitats, agriculturally zoned lands, or lands currently reserved for priority uses such as visitor serving uses, or coastal dependent uses. Further, the modifications to the vehicular circulation system will facilitate access to nearby coastal areas by relieving congestion and in the case of the extension of Fowler Road provide an additional route through the coastal area.

The proposed bikeway along San Pedro Creek will connect bicyclists and pedestrians to an existing bikeway system serving the larger Goleta-Santa Barbara area. The bikeway will provide an important alternative to accessing the nearby Goleta County Beach which is currently impacted by vehicular traffic and parking demand. Similarly the proposed recreational trail along Old San Jose Creek will provide both important recreational opportunities for residents and visitors to the Goleta area, and an additional access route to coastal areas, including the Goleta Slough and the adjacent Goleta County Beach. Both of these facilities are only in the conceptual stage of planning and will be further refined in accordance with the public recreation, access, hazards, and environmentally sensitive habitat policies of the County's certified Local Coastal Program, including those regarding set-backs from streams and other environmentally sensitive habitats.

The proposed modifications to San Pedro Creek, San Jose, and Old San Jose Creek are largely outside of the Coastal Zone and involve modifications to already lined or channelized portions of these creeks. The proposals are designed to increase their present capacity to meet FEMA standards and to protect existing and currently allowed development. The County currently has a program of desilting these channels and depositing the sediments into the littoral zone as part of a beach nourishment program. The proposed channel modifications are only in the preliminary design stages and will be further refined in accordance with the hazards and environmentally

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sensitive habitat policies of the County's certified Local Coastal Program, including those for stream and wetlands.

Finally, construction of these infrastructure or other improvements would not be authorized by the amendment. Each development would require a separate locally issued Coastal Development Permit before construction, and would be subject to review for consistency with the development standards and policies of the County's certified Local Coastal Program.

4. Consistency of Implementation/Zoning Ordinance with Local Coastal Program

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

A. Zoning Designations

To carry out the land use plan designation to the three parcels within the Coastal Zone portion of the Goleta Old-Town Revitalization Plan, the amendment would change several of the existing zoning designations:

Parcel #7A (Thornwood Drive): This 26.1 acre site is currently zoned M-1 (Light Industry) on the northern 9 acres and M-S-GOL (Service Industry - Goleta) on the southern portion of the site. The zoning designations will remain unchanged.

Parcel #7B (Drive-In): This 16 acre site is currently zoned M-S-GOL (Service Industrial - Goleta). The zoning designation on the southern 10 acres will be changed to M-1 (Light Industry). The purpose of this change is to provide for a wider variety of light industrial uses.

Parcel #8 (Cora Street): This 20.7 acre site is currently zoned M-2 (General Industry). The zoning designation will be changed to M-S-GOL (Service Industrial - Goleta). The purpose of this change is to limit uses to service and/or light industrial business, and to limit employment levels to approximately 25 employees per acre.

Parcel #9 (Daley, Matthews and Olney): This 6.39 acre site is currently zoned M-2 (General Industry). The zoning designation will be changed to M-1 (Light Industry). The purpose of this change is to provide consistency with existing light industrial uses and reduce the potential for development of more intensive industrial uses.

All of the proposed zoning changes for the parcels are consistent with the existing or proposed underlying land use plan designations and adequate to carry out the basic purposes of these land use plan designations. Further, the proposed zoning changes will serve to either reduce density of development or allow a slightly wider range of uses of the same general type allowed by the current zoning on these four parcels. Finally, the site specific development standards coupled with the applied zoning districts will provide development controls which will ensure that the individual parcels will be developed in a manner consistent with the zone district and the basic resource protection policies of the County's Local Coastal Program Land Use Plan.

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The Commission therefore finds that the proposed zoning changes conform with and are adequate to carry out the provisions of the County's certified Local Coastal Program Land Use Plan.

5. LCP/CEQA

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

Following Section 21080.9 of the California Environmental Quality Act (CEQA), the Coastal Commission is the lead agency responsible for reviewing the Local Coastal Program 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)(2)(A) of CEQA and Section 13540(f) of the Coastal Commission's Administrative Regulations require that the Commission cannot 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 effects which the activity may have on the environment."

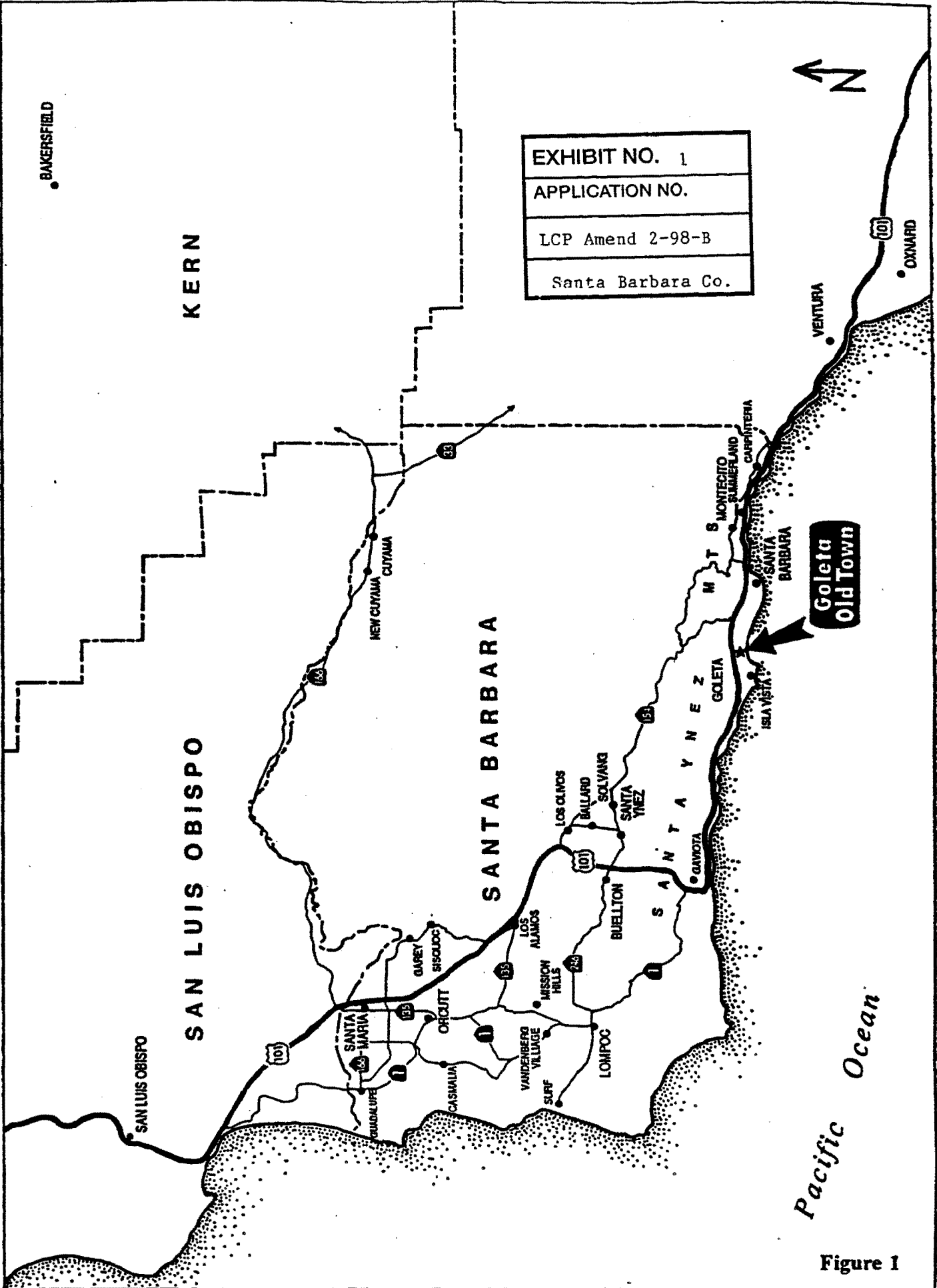
As discussed in the findings above, the proposed amendment to the County of Santa Barbara's Local Coastal Program Implementation Ordinance will not result in any substantive change to any of the existing Land Use Plan or Coastal Zoning designations on any parcels, or alter the substance of application of any existing Local Coastal Program policies governing development within the County's portion of the Coastal Zone.

The amendment as proposed is therefore consistent with the provisions of the California Environmental Quality Act and the California Coastal Act.

BAKERSFIELD

KERN

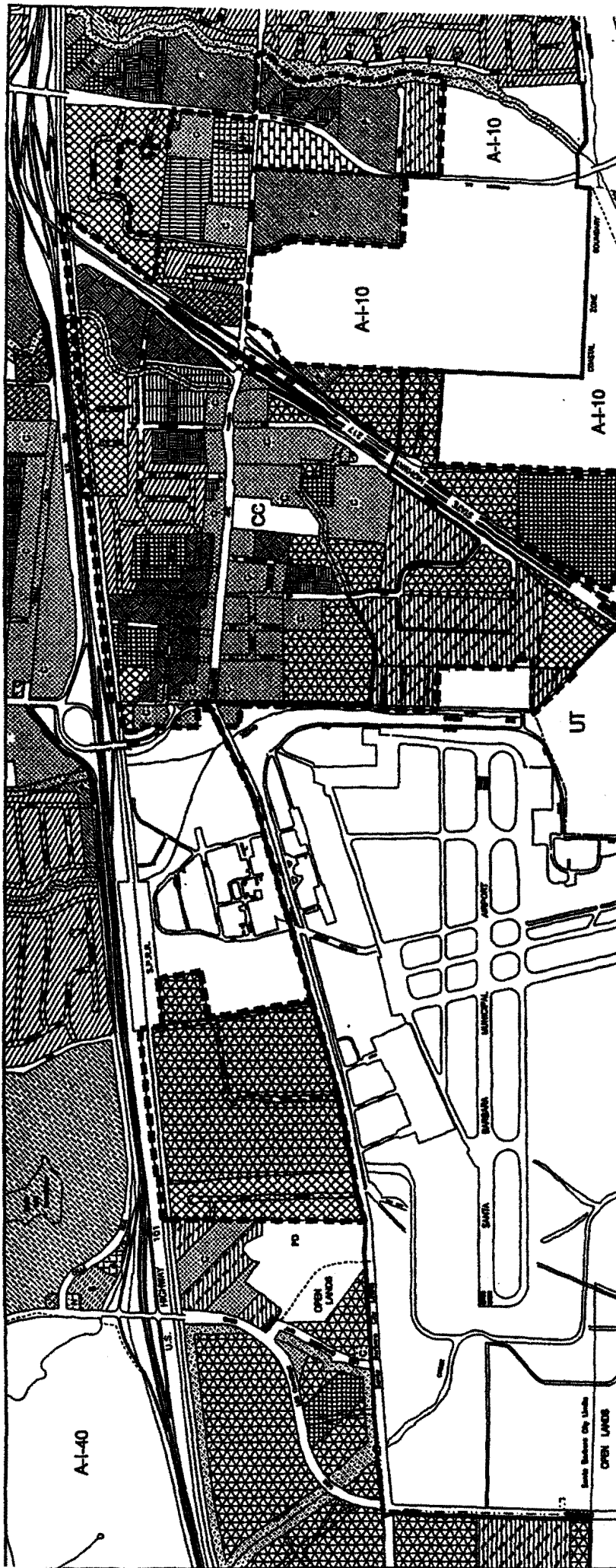
EXHIBIT NO. 1
APPLICATION NO.
LCP Amend 2-98-B
Santa Barbara Co.



Goleta Old Town

Pacific Ocean

Figure 1



**Goleta Old Town
Land Use Designations**
(Consist of Comprehensive Plans)
LEGEND

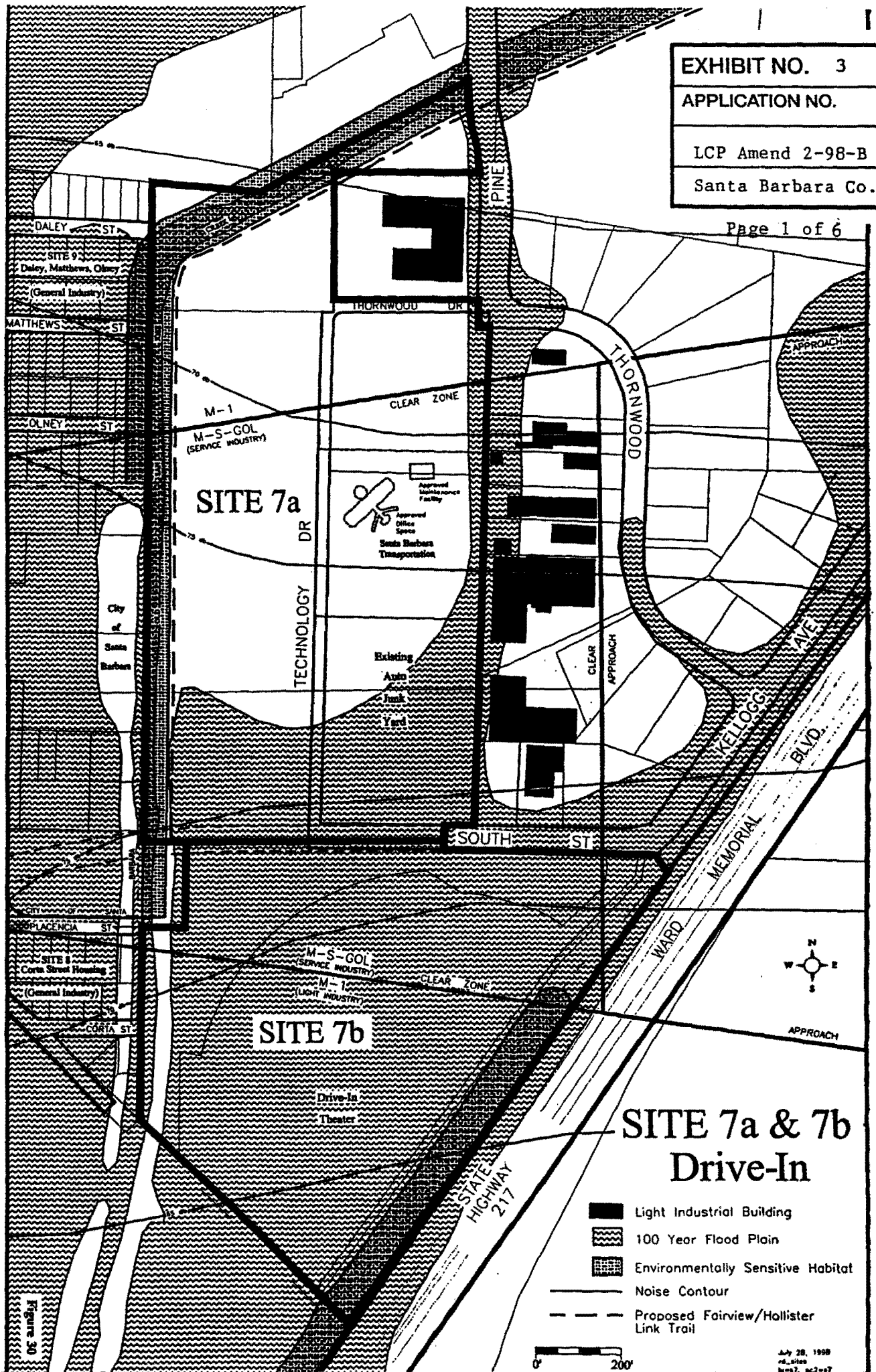
- OPEN LAND USES**
A-1 AGRICULTURE I
I 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
- COMMUNITY FACILITIES**
EDUCATIONAL FACILITY
HEALTH/GOVERNMENT FACILITY
PUBLIC UTILITY
Civic Center
- OVERLAY DESIGNATIONS**
SCHEME/BUFFER AREAS
- BOUNDARY LINES**
CONTROL ZONE BOUNDARY
CITY BOUNDARY
REDEVELOPMENT PROJECT AREA BOUNDARY
- COMMERCIAL**
GENERAL COMMERCIAL
HIGH-DENSITY COMMERCIAL
SERVICE COMMERCIAL
OFFICE AND PROFESSIONAL
- INDUSTRIAL**
INDUSTRIAL PARK
LIGHT INDUSTRY
GENERAL INDUSTRY
- RESIDENTIAL**
SINGLE FAMILY - MIN. LOT SIZE
MULTIPLE - MIN. LOT SIZE
PLANNED REDEVELOPMENT
- MIN. SQR. FT. OR MORE**
11,000 SQR. FT. OR MORE
7,000 SQR. FT. OR MORE
5,000 SQR. FT. OR MORE
4,000 SQR. FT. OR MORE
3,000 SQR. FT. OR MORE
2,100 SQR. FT. OR MORE
1,400 SQR. FT. OR MORE
- MIN. SQR. FT. OR MORE**
3.1/ACRE
4.4/ACRE
8.0/ACRE
10.0/ACRE
12.1/ACRE
20.0/ACRE
30.0/ACRE

Figure 5

EXHIBIT NO.	2
APPLICATION NO.	
LCP Amend 2-98-B	
Santa Barbara Co.	

EXHIBIT NO. 3
 APPLICATION NO.
 LCP Amend 2-98-B
 Santa Barbara Co.

124



**SITE 7a & 7b
 Drive-In**

- Light Industrial Building
- 100 Year Flood Plain
- Environmentally Sensitive Habitat
- Noise Contour
- Proposed Fairview/Hollister Link Trail

0 200'

July 28, 1998
 rd_siba
 h=7, n=7

Figure 30

GOLETA OLD TOWN REVITALIZATION PLAN

Key Site #7A Thornwood Drive

The land use and zoning designations for this 26.1 acre site are Light Industry (M-1) for the northern 9 acres and Service Industry Goleta (M-S-GOL) for the southern 17 acres. The site is vacant with the exception of the Seymour Duncan building in the site's northeast corner, Santa Barbara Transportation, and an auto dismantling operation on the southeast corner (Figure 29). Surrounding land uses include industrial uses and the Santa Barbara Municipal Airport to the west, light industrial, residential-uses, Airport Plaza and office and professional uses to the north, mixed industrial uses to the east, the Twin-Screen Drive-In, which is no longer used, (Key Site 7B), to the south, and Highway 217 to the southeast. The entire site is exposed to high noise levels in excess of 65 dBA from aircraft activity. The Environmentally Sensitive (ESH) riparian corridor of Old San Jose Creek extends for 2200 feet along the site's northern and western boundaries. The southern 450 feet of the site is within the 100 year flood plain of San Jose and San Pedro Creeks.

The site's large and primarily undeveloped parcels, as well as its location off Thornwood Drive and near to other industrial uses, make the area prime for industrial expansion. The site's southern 17 acres are located under the Airport Clear Zone. Coordinated development would likely cluster the most intensive uses on the northern portion, and locate parking and a lower density of structures on the southern portion. The site currently suffers from inadequate access and construction of the Fowler Road extension will greatly enhance the site's access and its role as a gateway development for Old Town and the airport. Quality landscaping and building presentation along Fowler Road are key issues in the future site design for this property. In addition the site will be linked to Old Town through the Old San Jose Creek Multi-Use Trail (along a restored riparian corridor) and the San Jose Creek Bikeway.

Site development will contribute to completion of the Fowler Road extension. A proposed recreational trail extends for 2200 feet along the site's northern and western boundaries.

The following development standards apply to new development within Key Site #7A.

DevStd KS7A-1: To further the overall, long-term revitalization of Old Town and enhance the area's architectural character, new development/additions and renovation of existing structures shall to the maximum extent feasible be compatible with Heritage District standards.

DevStd KS7A-2: New development of parcels adjacent to Old San Jose Creek shall include habitat restoration along the creek consisting of appropriate native trees, shrubs and understory which shall be maintained by the developer for a period of 3 years or until established, whichever is earlier.

DevStd KS7A-3: In order to provide visual and biological continuity within the entire site, the native vegetation used to restore the creek bank shall be incorporated into the site landscape plan as appropriate.

GOLETA OLD TOWN REVITALIZATION PLAN

DevStd KS7A-4: If appropriate nexus findings can be made, new development on parcels adjacent to Old San Jose Creek shall be required to dedicate a 50 ft. Open Space easement along the creek to the County and construct the Old San Jose Creek Multi-Use Trail across the parcel. The trail shall be integrated with the internal circulation of the site and shall connect with the proposed trail network for Goleta Old Town. The easement shall be set back from the top of the creek bank to minimize habitat impacts but located to allow continued reasonable use of property. Exact setback will be determined at the time the easement is sited. Siting and design of the trail shall minimize the removal of trees and significant native vegetation.

DevStd KS7A-5: A landscape and screening plan shall be submitted for new development and shall include project screening from the Open Space and trail areas and the Fowler Road extension and shall obscure all parking areas from Fowler Road and soften building masses. Landscaping shall consist of drought-tolerant trees and shrubs with sufficient density to provide a landscape buffer with trees of sufficient height to provide a partial canopy over Fowler Road, but must not be so high as to interfere with airport operations. Where feasible, existing trees shall be retained for their screening and visual character. To the extent feasible, solid fencing or a continuous landscape wall shall be avoided, and where it is installed it shall be screened with drought-tolerant plants. Where appropriate, this buffer should be integrated with the creek restoration. Trees shall be selected on the basis of screening capabilities and compatibility with adjacent riparian vegetation and airport operations. This landscaping shall be incorporated into the final landscaping plans for future proposals on the site and shall be maintained in accordance with DevStd VIS-OT-3.4 or until such time as a funding district is established.

DevStd KS7A-6: Development onsite shall include installation of a landscaped buffer of native trees and shrubs (e.g., oaks, sycamores, and lemonadeberry) to transition from the revegetated bank to the multi-use trail and other active use areas. The buffer shall be installed and maintained for a period of 3 years or until established, whichever is earlier.

DevStd KS7A-7: If necessary for development of the site, new development shall be required to dedicate an easement to the County and construct improvements (i.e. sidewalk, curb, gutter, landscaping, etc.) to Thornwood Avenue and the Fowler Road frontages adjacent to the parcels based on County requirements.

DevStd KS7A-8: If appropriate nexus findings can be made, the developer shall construct public pedestrian/bicycle access routes between the project and the proposed Old San Jose Creek multi-use trail. The access shall be designed to prohibit unauthorized motor vehicle access.

DevStd KS 7A-9: To the extent feasible, site plans for Sites 7A, 7B, 8, & 9 shall be coordinated in order to provide the most appealing gateway development. Such coordination shall include design, scale, architectural style, and color of development.

GOLETA OLD TOWN REVITALIZATION PLAN

DevStd KS7B-4: If necessary for the development of the site, new development shall be required to dedicate an easement to the County and construct improvements (i.e. sidewalk, curb, gutter, landscaping, etc.) to the Fowler Road frontage adjacent to the parcels based on County requirements.

DevStd KS7B-5: If appropriate nexus findings can be made, the developer shall provide an easement for future public access to the proposed San Jose Creek Bikeway.

DevStd KS7B-6: Due to the need for extensive fill (up to 5 feet), new development shall include a mixture of one and two story elements (at least 30% one story, with the majority of one story elements oriented towards Fowler Road and SR 217) and fast growing landscaping to break up building masses and screen views from SR 217 and the Fowler Road extension.

DevStd KS7B-7: A landscape and screening plan shall be submitted for new development and shall include project screening from the Fowler Road extension and SR 217, shall obscure all parking areas from Fowler Road and SR 217, and soften building masses. Landscaping shall consist of drought-tolerant trees and shrubs with sufficient density to provide a landscape buffer with trees of sufficient height to provide a partial canopy over Fowler Road, but must not be so high as to interfere with airport operations. Where feasible, existing trees shall be retained for their screening and visual character. To the extent feasible, solid fencing or a continuous landscape wall shall be avoided, and where it is installed it shall be screened with drought-tolerant plants. Where appropriate, this buffer should be integrated with the creek restoration. Trees shall be selected on the basis of screening capabilities and compatibility with adjacent riparian vegetation and airport operations. This landscaping shall be incorporated into the final landscaping plans for future proposals on the site and shall be maintained in accordance with DevStd VIS-OT-3.4 or until such time as a funding district is established.

DevStd KS7B-8: To the extent feasible, site plans for Sites 7A, 7B, 8, & 9 shall be coordinated in order to provide the most appealing gateway development. Such coordination shall include design, scale, architectural style, and color of development.

GOLETA OLD TOWN REVITALIZATION PLAN

Key Site #7b Drive-In

This 16 acre site is located west of SR 217 and immediately south of the proposed Fowler Road extension. The land use designation is Light Industrial and zoning is Service Industrial. Currently the site contains a drive-in theater and concession building, which are no longer in use, and a 4 acre auto dismantling yard (Figure 29). Surrounding land uses include light industrial and residential uses to the west, an auto dismantling yard and vacant industrially zoned land to the north (Key Site 7A), SR 217 to the east, and the Goleta Slough to the south and west. The Airport Clear Zone extends across the northern third of the site, covering 250-350 feet. The entire site is within the 100-year floodplain of San Jose and San Pedro Creeks. A 700-foot segment of Old San Jose Creek extends along the western boundary of the site with a 150 ft. ESH designation along the riparian corridor at the northwest corner.

This large and mostly underdeveloped site, located off the proposed Fowler Road/SR 217 intersection near to other industrial uses, is an area prime for industrial expansion. Coordinated development would likely cluster the most intensive uses on the southern portion and locate parking and a lower density of structures within the Clear Zone. Some fill on this site may be necessary to raise development levels above the floodplain, and airport height restrictions may limit the amount of second story development that can occur. Construction of the Fowler Road extension will greatly enhance the site's access and its role as a gateway development for Old Town and the airport. Quality landscaping and building presentation along Fowler Road and SR 217 are key issues in the future site design for this property. In addition, the site will be linked to Old Town through the Old San Jose Creek Trail (along a restored riparian corridor) and the San Jose Creek Bikeway.

The Plan made no change to the zoning on the northern 6 acres of the site and rezoned the southern 10 acres to Light Industry (M-1). The Fowler Road extension will provide additional access to the site's eastern boundary. The proposed Class I San Jose Creek Bikeway will extend along the northern boundary of the site.

The following development standards apply to new development within Key Site #7B.

DevStd KS7B-1: To further the overall, long-term revitalization of Old Town and enhance the area's architectural character, new development/additions and renovation of existing structures shall to the maximum extent feasible be compatible with Heritage District standards.

DevStd KS7B-2: New development of parcels adjacent to Old San Jose Creek shall include habitat restoration along the creek consisting only of appropriate native trees, shrubs and understory which shall be maintained by the developer for a period of 3 years or until established, whichever is earlier.

DevStd KS7B-3: In order to provide visual and biological continuity within the entire site, the native vegetation used to restore the creek bank shall be incorporated into the site landscape plan as appropriate.

GOLETA OLD TOWN REVITALIZATION PLAN

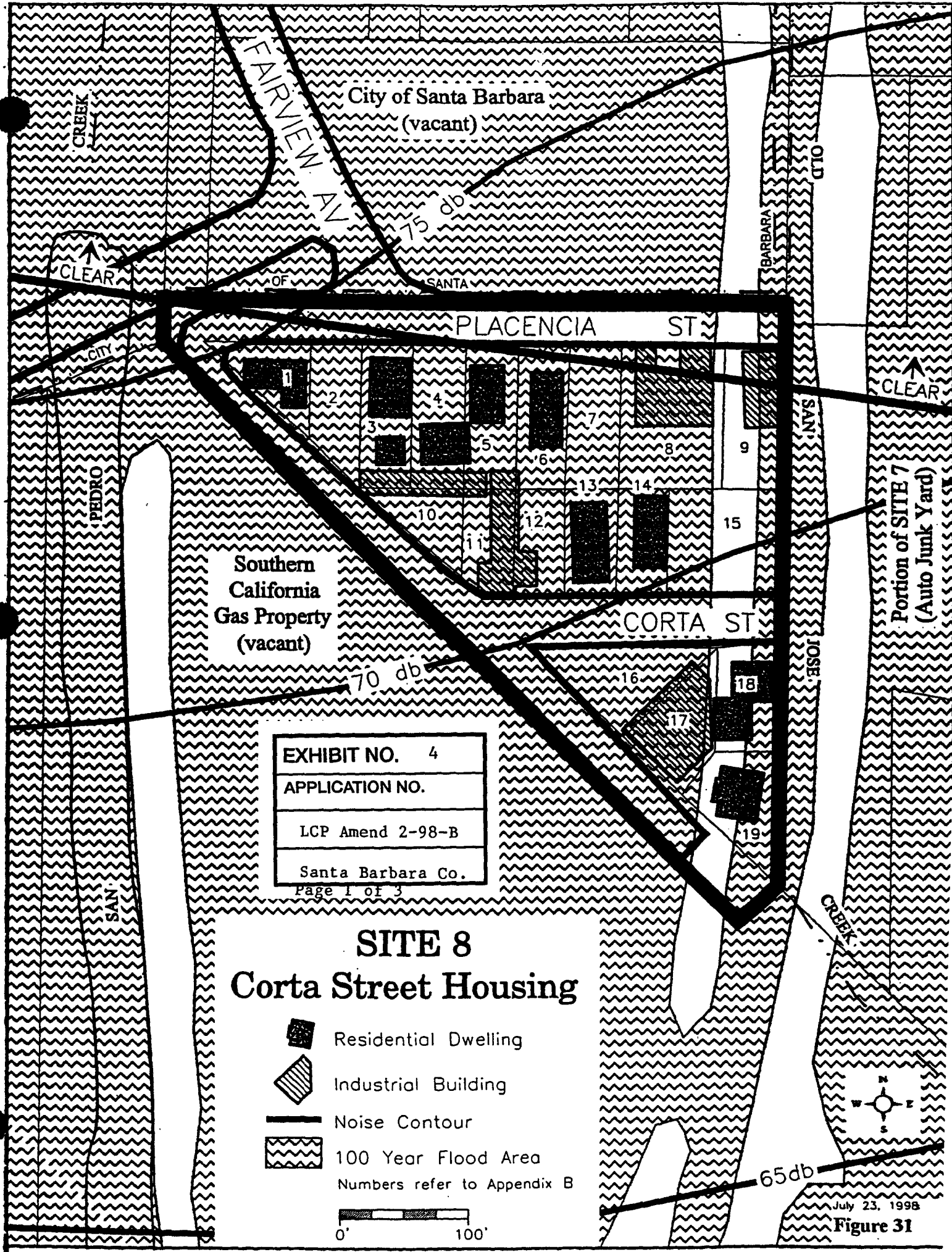
DevStd KS7B-4: If necessary for the development of the site, new development shall be required to dedicate an easement to the County and construct improvements (i.e. sidewalk, curb, gutter, landscaping, etc.) to the Fowler Road frontage adjacent to the parcels based on County requirements.

DevStd KS7B-5: If appropriate nexus findings can be made, the developer shall provide an easement for future public access to the proposed San Jose Creek Bikeway.

DevStd KS7B-6: Due to the need for extensive fill (up to 5 feet), new development shall include a mixture of one and two story elements (at least 30% one story, with the majority of one story elements oriented towards Fowler Road and SR 217) and fast growing landscaping to break up building masses and screen views from SR 217 and the Fowler Road extension.

DevStd KS7B-7: A landscape and screening plan shall be submitted for new development and shall include project screening from the Fowler Road extension and SR 217, shall obscure all parking areas from Fowler Road and SR 217, and soften building masses. Landscaping shall consist of drought-tolerant trees and shrubs with sufficient density to provide a landscape buffer with trees of sufficient height to provide a partial canopy over Fowler Road, but must not be so high as to interfere with airport operations. Where feasible, existing trees shall be retained for their screening and visual character. To the extent feasible, solid fencing or a continuous landscape wall shall be avoided, and where it is installed it shall be screened with drought-tolerant plants. Where appropriate, this buffer should be integrated with the creek restoration. Trees shall be selected on the basis of screening capabilities and compatibility with adjacent riparian vegetation and airport operations. This landscaping shall be incorporated into the final landscaping plans for future proposals on the site and shall be maintained in accordance with DevStd VIS-OT-3.4 or until such time as a funding district is established.

DevStd KS7B-8: To the extent feasible, site plans for Sites 7A, 7B, 8, & 9 shall be coordinated in order to provide the most appealing gateway development. Such coordination shall include design, scale, architectural style, and color of development.







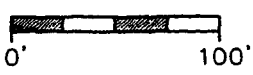
City of Santa Barbara
(vacant)

Southern
California
Gas Property
(vacant)

EXHIBIT NO.	4
APPLICATION NO.	
	LCP Amend 2-98-B
	Santa Barbara Co.
	Page 1 of 3

SITE 8 Corta Street Housing

-  Residential Dwelling
 -  Industrial Building
 -  Noise Contour
 -  100 Year Flood Area
- Numbers refer to Appendix B



July 23, 1998

Figure 31

GOLETA OLD TOWN REVITALIZATION PLAN

Key Site #8 Corta Street

This 2.07 acre site is zoned Service Industrial-Goleta (M-S-Gol) and is located south of the Fairview Avenue/Fowler Road intersection. Existing development consists of 5,300 s.f. of industrial space and 15 residential units. An unpaved road (Placencia St.) is located along the site's northern boundary; a short, unpaved, dead-end street (Corta St.) is located in the southern third of the property; and an unpaved flood control access road along Old San Jose Creek channel forms the site's southwest boundary. Surrounding land uses include the undeveloped airport Clear Zone to the north, an auto dismantling yard and the closed Twin Drive-In movie complex to the east, open land to the south, and the Santa Barbara Airport to the west. A 500 foot section of Old San Jose Creek and its degraded riparian corridor form the eastern site boundary. The combined 100-year floodplains of San Pedro Creek and Old San Jose Creek extend across the entire site. The Airport Clear Zone extends over the northern portion of the site and the 70-75 dBA noise contour extends across the northern half of the site with the remaining site exposed to the 65-69 dBA noise contour (Figure 31).

The site's residential units are non-conforming and are incompatible with industrial uses allowed under the M-1 zoning. Public improvements such as sidewalks, drainage, and street lighting are inadequate or non-existent. Completion of the Fowler Road extension will provide direct access between SR 217 and the airport. Road improvements, improved visual appearance, and the proximity of this site to the entrance of the airport create an attractive setting for future businesses at this gateway parcel. The shared County and airport goal of a consolidated rental car servicing facility is moving forward with a second rental car company now doing business in the area. Quality landscaping and building presentation along Fowler Road are key issues in the future site design for this property.

Completion of the Fowler Road extension will provide the site with 400 feet of major road frontage and a direct connection to State Route 217 and Fairview Avenue. Infrastructure improvements such as street paving, sidewalks, street lights, parking, landscaping, and flood control improvements would also improve the future developability of the site.

The following development standards apply to new development within Key Site #8.

DevStd KS8-1: To further the overall, long-term revitalization of Old Town and enhance the area's architectural character, new development/additions and renovation of existing structures shall to the maximum extent feasible be compatible with Heritage District standards.

DevStd KS8-2: Landscaped buffers of native, drought-tolerant trees and shrubs shall be planted to break up views of parking areas and building masses onsite. Where feasible, existing trees shall be retained for their screening and visual character. Landscaping on this site shall screen views from the bikepath, the Fowler Road extension and the Old San Jose Creek ESH area. Tree selection shall be based on capacity to screen and compatibility with adjacent riparian vegetation but must not be so high as to interfere with airport operations. To the extent feasible, solid fencing shall be avoided, and where it is installed it shall be screened with native drought-tolerant plants. The landscaping shall be incorporated into final landscaping plans for future proposals on the site and integrated with the San Jose Creek restoration program. All vegetation shall be maintained in accordance with DevStd VIS-OT-3.4 or until such time as a funding district is established.

GOLETA OLD TOWN REVITALIZATION PLAN

DevStd KS8-3: The developer shall be required to construct on-site improvements to facilitate the Fowler Road extension through the site based on County requirements.

DevStd KS8-4: As part of redevelopment of this site, Old San Jose Creek should be restored and revegetated with native trees, shrubs, and understory planting. To assist this effort, the County shall pursue grants and potential use of redevelopment funds to help offset damage to the creek from other redevelopment efforts.

DevStd KS8-5: In order to provide visual and biological continuity within the entire site, the native vegetation used to restore the creek bank shall be incorporated into the site landscape plan as appropriate.

DevStd KS 8-6: To the extent feasible, site plans for Sites 7A, 7B, 8, & 9 shall be coordinated in order to provide the most appealing gateway development. Such coordination shall include design, scale, architectural style and color of development.

EXHIBIT NO. 5

APPLICATION NO.

LCP Amend 2-98-B

Santa Barbara Co.

SITE 9 Daley, Matthews, Olney



Residential Dwelling
Numbers refer to Appendix B
Industrial Building



Noise Contour



100 Year Flood Plain



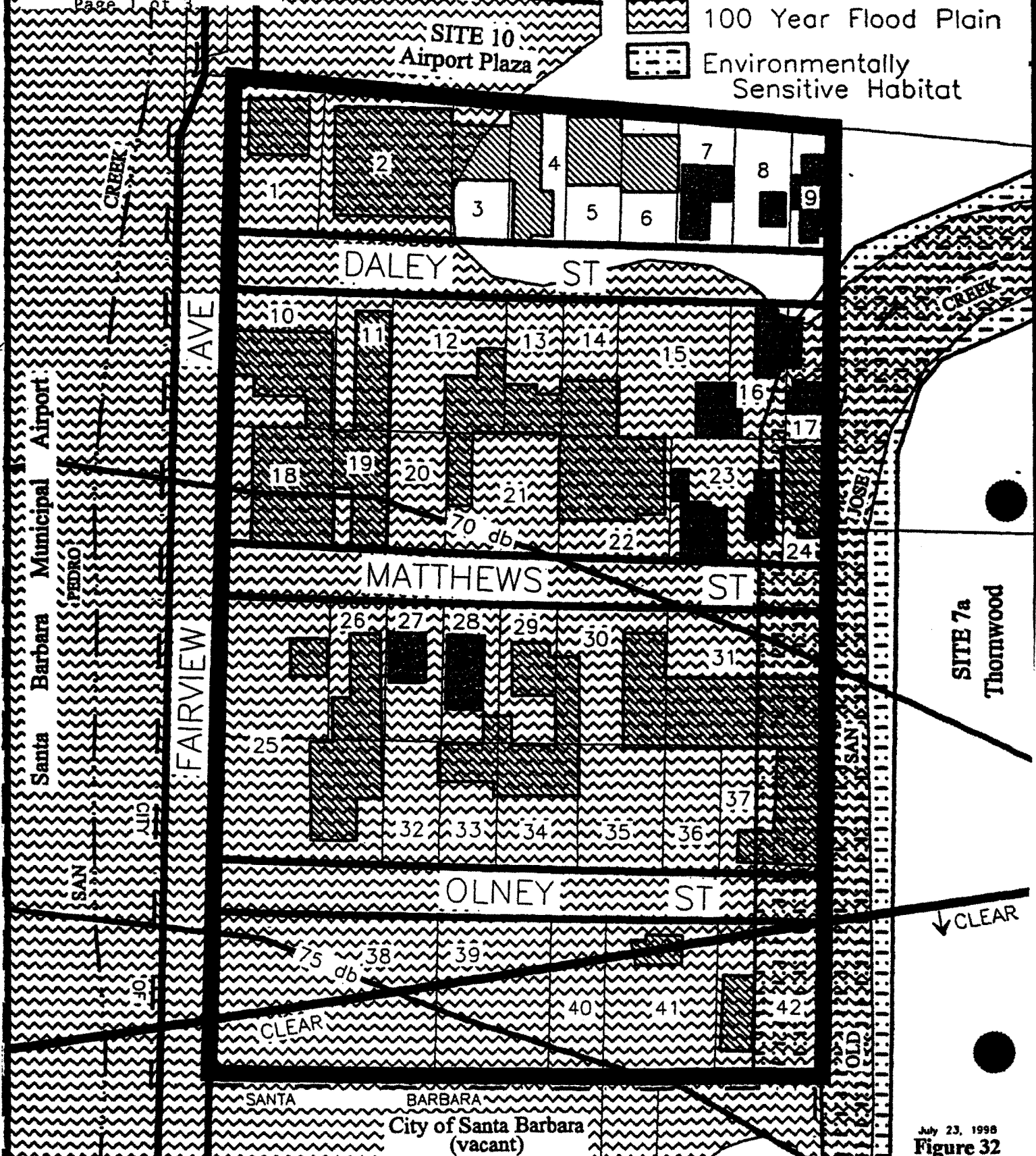
Environmentally Sensitive Habitat

Page 1 of 3

65 db

SITE 10

Airport Plaza



SITE 7a
Thornwood

July 23, 1998
Figure 32

GOLETA OLD TOWN REVITALIZATION PLAN

Key Site #9 Daley, Matthews, and Olney

This site, zoned General Industry (M-2), includes 6.39 acres on 42 parcels with 53,100 s.f. of industrial spaces and 11 non-conforming residential units. Surrounding land uses include Airport Plaza (Key Site 10) to the north, Fairview Avenue and Santa Barbara Municipal Airport to the west, the undeveloped Santa Barbara Airport Clear Zone to the south and undeveloped land (Site 7A and 7B) to the east. The 50 foot wide designated Environmentally Sensitive Habitat (ESH) corridor of Old San Jose Creek extends 750 feet along the site's eastern boundary. The entire site lies within the 100-year floodplain of both Old San Jose Creek and San Pedro Creek. The site is exposed to high noise levels in the 65-75 dBA range and the Airport Clear Zone extends across approximately 0.7 acres of the southeast corner (Figure 32).

The site has a dense mix of industrial uses with scattered pockets of non-conforming residential units. Residents are exposed to noise from adjacent uses and the airport, as well as fumes, airborne particulate matter, and runoff from industrial processes. Parking for the area is inadequate and the privately-owned, narrow and unmaintained streets create significant circulation problems. The extension of Ekwil Street is proposed to be located along the northern boundary (across the bottom of Site 10) and should improve overall access to this area. The site's 750 feet of Fairview frontage and the industrial designation make this a good location for a wide range of intensive industrial uses. Improved access from the proposed Ekwil Street extension, general clean-up, night lighting, a business directory, and other public improvements would enhance business operations in the area. Quality landscaping and building presentation along Fairview Avenue and Ekwil Street are key issues for future development of these properties.

The site is zoned Light Industry (M-1) to provide consistency with existing industrial uses and reduce the potential for development of more intensive industrial uses. Revitalization efforts will focus on general infrastructure improvements such as parking, landscaping,

and flood control improvements and offer the possibility of the County paving the site's streets if the owners form an assessment district to maintain them once they have been paved.

The following development standards apply to new development within Key Site #9.

DevStd KS9-1: To further the overall, long-term revitalization of Old Town and enhance the area's architectural character, new development/additions and renovation of existing structures shall to the maximum extent feasible be compatible with Heritage District standards.

DevStd KS9-2: New development of parcels adjacent to Old San Jose Creek shall include habitat restoration along the creek consisting of appropriate native trees, shrubs, and understory which shall be maintained by the developer for a period of 3 years or until established, whichever occurs first.

GOLETA OLD TOWN REVITALIZATION PLAN

DevStd KS9-3: In order to provide visual and biological continuity within the entire site, the native vegetation used to restore the creek bank shall be incorporated into the site landscape plan as appropriate.

Program KS9-4: The County shall work with property owners to pursue funding for infrastructure improvements such as street paving, street lights, streetscaping, and general cleanup with particular attention to the site's Fairview Avenue frontage.

DevStd KS9-5: A landscape and screening plan shall be submitted for new development and shall include project screening from Fairview Avenue and the Old San Jose Creek trail areas. The buffer shall include sufficient plantings of drought tolerant and/or native trees and shrubs to screen parking areas and "break up" building masses. Where feasible, existing trees shall be retained for their screening and visual character, but must not be so high as to interfere with airport operations. To the extent feasible solid fencing or a continuous landscape wall shall be avoided, and where walls cannot be avoided they shall be screened with native drought-tolerant plants. Where appropriate, this buffer should be integrated with the creek restoration program above. Trees shall be selected on the basis of screening capabilities and compatibility with adjacent riparian vegetation and airport operations. To the greatest degree feasible, this plan shall be coordinated between the parcels so as to provide unified landscape and screening across the whole site. Landscaping shall be maintained in accordance with DevStd VIS-OT-3.4 or until such time as a funding district is established.

DevStd KS 9-6: To the extent feasible, site plans for Sites 7A, 7B, 8, & 9 shall be coordinated in order to provide the most appealing gateway development. Such coordination shall include design, scale, architectural style and color of development.

Action KS 9-7: The County should consider using revitalization funds to repave common roadways within the site, if it can be demonstrated that property owners within the site will assume responsibility for long-term maintenance through a Business Improvement District or other effective mechanism.

Goleta Old Town Revitalization Public Infrastructure - 10 Year Implementation

EXHIBIT NO. 6
APPLICATION NO.
LCP Amend 2-98-B
Santa Barbara Co.

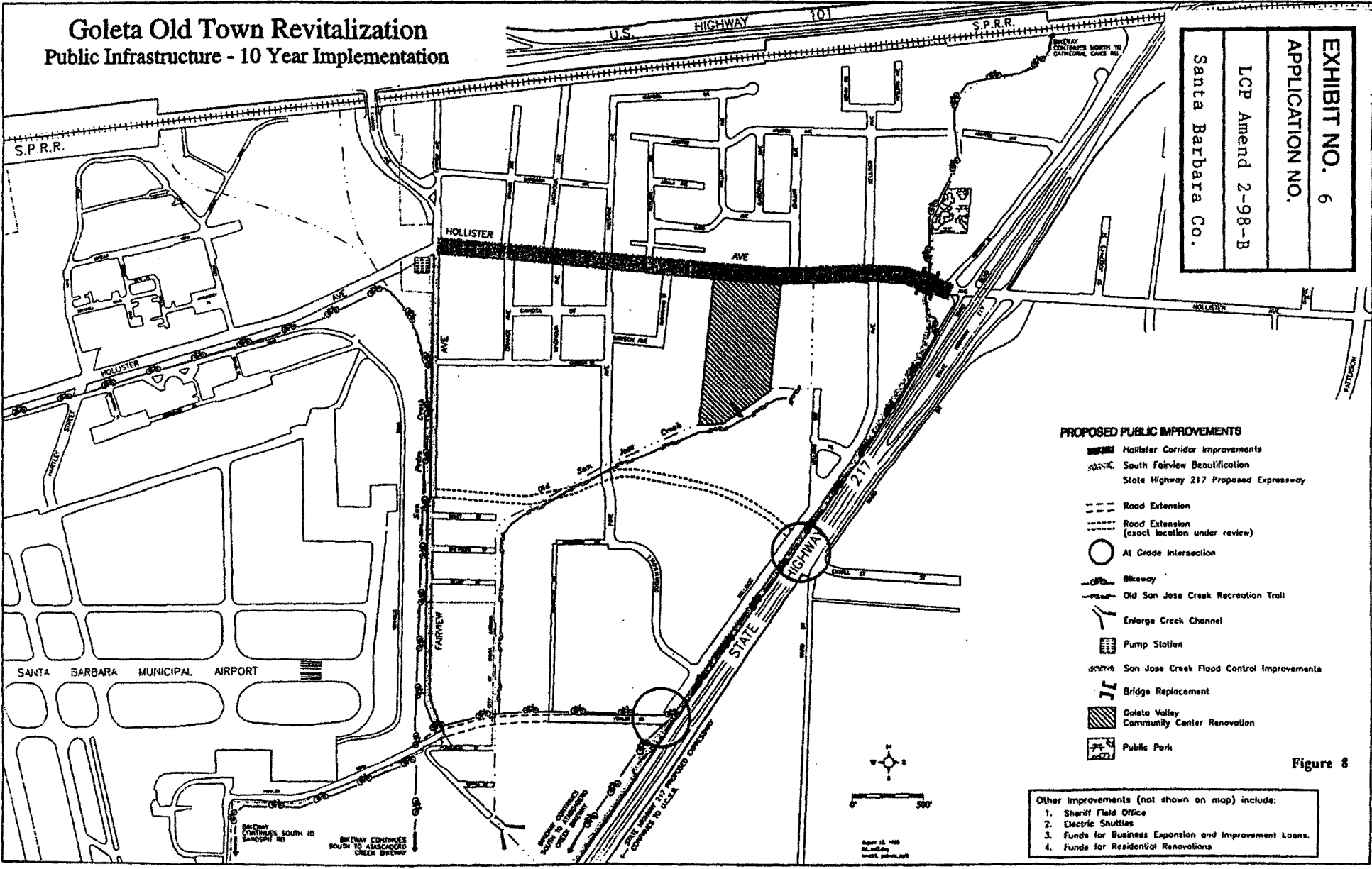






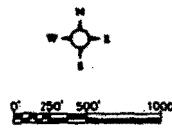


Figure 8

Goleta Old Town Bikeways Map

-  Existing Class I
-  Existing Class II
-  Existing Class III
-  Proposed Class I
-  Proposed Class II
-  Proposed Class III



- (B) Proposed Class I Underpass
- (C) Proposed Class I Underpass under U.S. Highway 101 and along San Jose Creek

August 26, 1998
 Planning Department

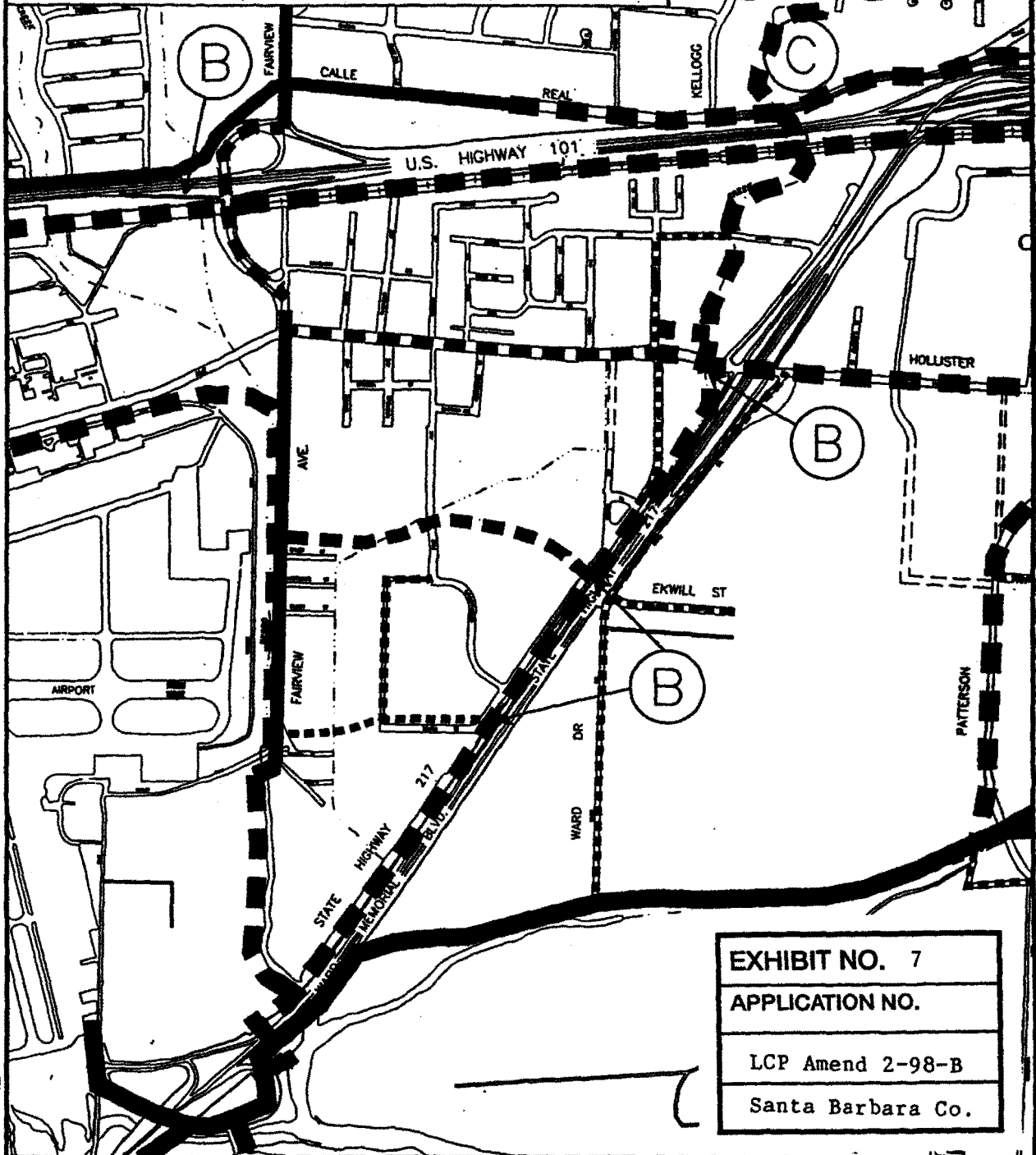


EXHIBIT NO. 7
APPLICATION NO.
LCP Amend 2-98-B
Santa Barbara Co.

Goleta Old Town Circulation

ROADWAY CLASSIFICATIONS



FREEWAY



EXPRESSWAY



P2



P3



S1



S2



S3



PROPOSED AT GRADE INTERSECTION

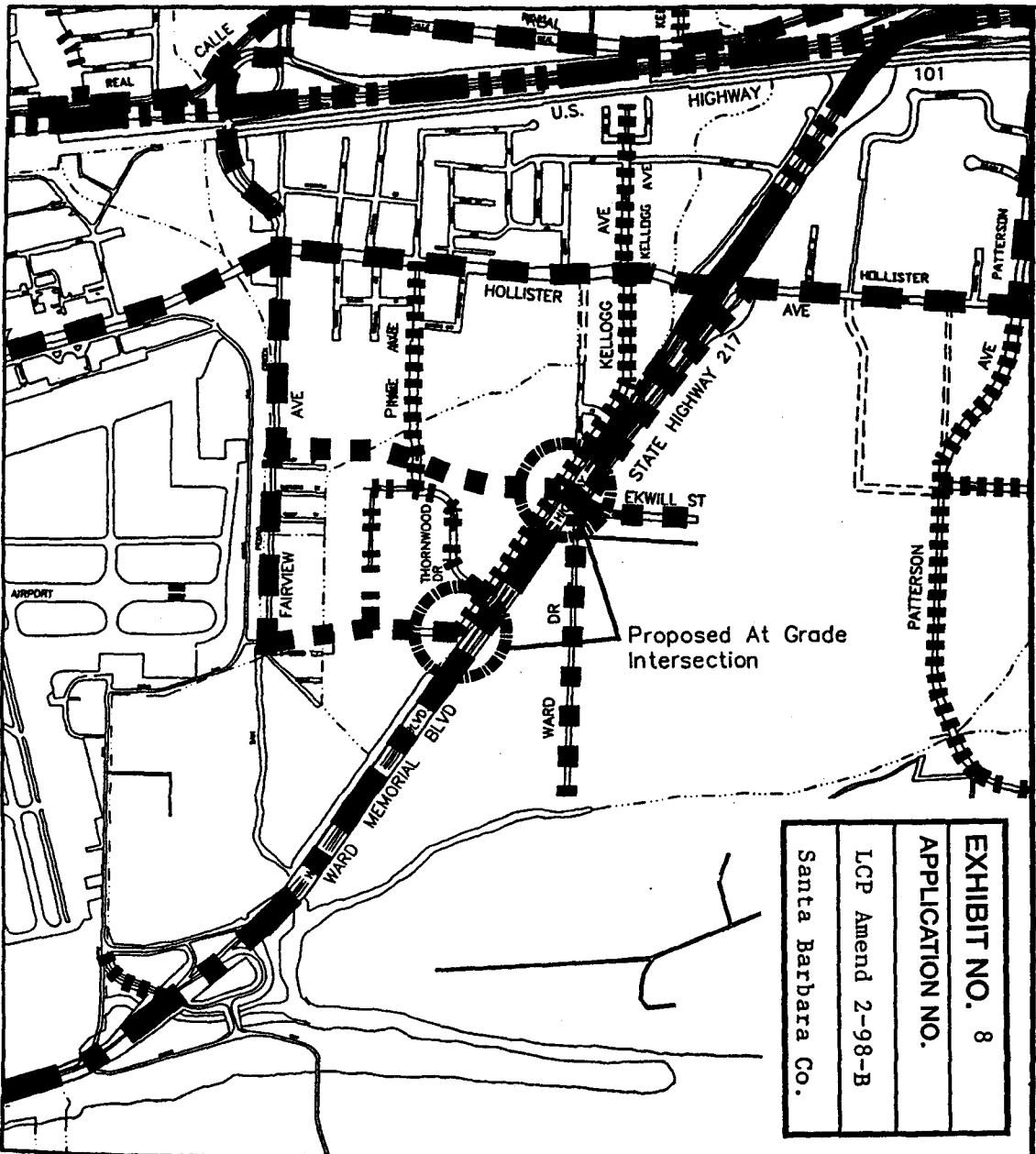


EXHIBIT NO. 8
 APPLICATION NO.
 LCP Amend 2-98-B
 Santa Barbara Co.

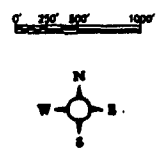
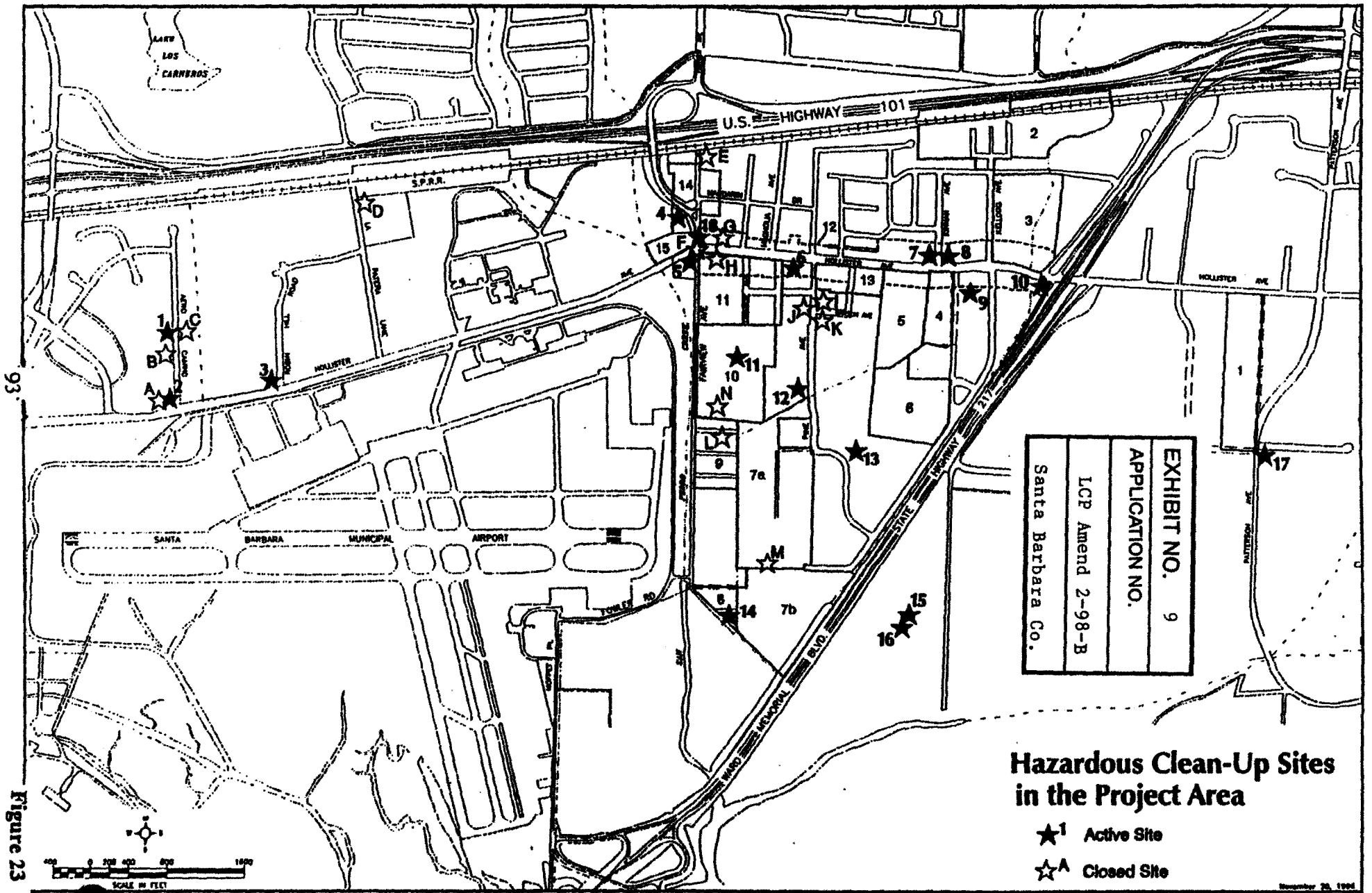


Figure 16
 July 30, 1998
 maps\goleta\gdcrc2.dwg
 ls=crc, pc2=gdcrc2



93

Figure 23

EXHIBIT NO. 10
APPLICATION NO.
LCP Amend 2-98-B
Santa Barbara Co.

EXHIBIT 10

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

IN THE MATTER OF APPROVING)
AMENDMENTS TO THE COASTAL)
LAND USE PLAN TO IMPLEMENT)
VARIOUS AMENDMENTS TO)
THE GOLETA COMMUNITY PLAN OF)
THE SANTA BARBARA COUNTY)
COMPREHENSIVE PLAN)
_____)

RESOLUTION NO. 98-252

CASE NO. 98-GP-018

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 Land Use Plan; and
- B. On June 9, 1994, the California Coastal Commission certified the Goleta Community Plan as part of the County's Local Coastal Program; and
- C. It is now deemed in the interest of the orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of the County to amend the Goleta Community Plan as part of the County's Local Coastal Plan, as follows:
 - 1. Amend the Goleta Community Plan Circulation Map to reflect the roadway classification changes in the Coastal Zone portion of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 16.
 - 2. Amend the Goleta Community Plan Bikeways Element Map to reflect the bikeway changes in the Coastal Zone portion of the Goleta Old Town Revitalization Planning Area, as shown in the Final Goleta Old Town Revitalization Plan Figure 20.
 - 3. Amend the "Goleta Community Plan Land Use Designations Southern Section - Coastal Plan"; dated _____, to reflect land use designation changes within the Goleta Old Town Revitalization Planning Area, as identified in Figure 6 of the Goleta Old Town Revitalization Plan.

4. Amend the Coastal Land Use Plan to include the Goleta Old Town Revitalization Plan as an attachment to the Goleta Community Plan as Appendix H of the Coastal Land Use Plan.
5. Amend Section 4.5, "Goleta", of the Coastal Land Use Plan as follows:
 - b. Add the following text to section "4.5 GOLETA":

In 1998, the County adopted the Goleta Old Town Revitalization Plan which identified a range of public infrastructure improvements, private developments and financing options and established land use and zoning designations for revitalization of Goleta Old Town. The Goleta Old Town Revitalization Plan is included as an attachment to the Goleta Community Plan.

- D. 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 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.
- E. 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 amendments 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 and Section 30514 of the Public Resources Code, the above described changes are hereby adopted as amendments to the Santa Barbara County Coastal Land Use 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 Chairman 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 actions by the Board of Supervisors.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this 23rd day of June, 1998, by the following vote:

AYES: Supervisors Schwartz, Graffy, and Marshall.

NOES: Supervisors Staffel and Urbanske.

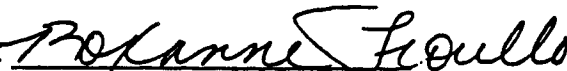
ABSENT: None.

ABSTENTIONS: None.


GAIL MARSHALL
CHAIR, BOARD OF SUPERVISORS

ATTEST:
MICHAEL F. BROWN
CLERK OF THE BOARD

APPROVED AS TO FORM:
STEPHEN SHANE STARK
COUNTY COUNSEL

By: 
Deputy Clerk of the Board

By: 
Deputy County Counsel

EXHIBIT NO. 11
APPLICATION NO.
LCP Amend 2-98-B
Santa Barbara Co.

EXHIBIT 11

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

IN THE MATTER OF APPROVING)	RESOLUTION NO. 98-253
AMENDMENTS TO THE SANTA BARBARA)	CASE NO. 93-RZ-015
COUNTY LOCAL COASTAL PROGRAM TO)	
AMEND THE COASTAL ZONING ORDINANCE,)	
ARTICLE II OF CHAPTER 35 OF THE)	
SANTA BARBARA COUNTY CODE, TO)	
IMPLEMENT THE GOLETA OLD TOWN)	
REVITALIZATION PLAN BY AMENDING)	
<u>ZONING MAPS</u>)	

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.
- 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.
- C. It is now deemed in the interest of the orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of the County to amend the Local Coastal Program as follows:

Amend Article II of Chapter 35, Section 35-54 of the Santa Barbara County Code to:

- 1) Rezones Assessor's Parcel Numbers 071-190-034, 071-190-035 from M-S-GOL (Service Industrial-Goleta) to M-1 (Light Industry).
- 2) Rezones Assessor's Parcel Numbers 071-182-001 through 007, 071-182-010 through 017, 071-183-001, 071-183-003 through 005 from M-2 (General Industry) to M-S-GOL (Service Industrial-Goleta).
- 3) Rezones Assessor's Parcel Numbers, 071-151-002, 071-151-004 through 009, 071-151-011, 071-151-012, 071-152-001, 071-152-004, 071-152-005, 071-152-007 through 016, 071-152-019, 071-152-021, 071-153-002 through 013, 071-153-016, 071-154-001 through 005 from M-2 (General Industry) to M-1 (Light Industry).
[Key Site 9]

- D. The Planning Commission of the County of Santa Barbara, after holding duly noticed public hearings on the above described item, has endorsed and transmitted to this Board said recommended change by resolution pursuant to Government Code Section 65854.
- E. Public officials and agencies, civic organizations, and citizens have been consulted on and have advised the Board of Supervisors on the proposed amendments in a duly noticed public hearing pursuant to Sections 65853 and 65854 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Section 65855 of the Government Code.
- F. This Board has held a duly noticed public hearing, as required by Section 65356 of the Government Code, on the proposed amendments, at which hearing the amendments were explained and comments invited from the persons in attendance.
- G. These amendments to the Local Coastal Program are consistent with the provisions of the Coastal Act of 1976, The County Comprehensive Plan, the Santa Barbara County Coastal Plan, Article II of Chapter 35 of the County Code and the requirements of state planning and zoning laws as amended to this date.
- H. The Board will submit these amendments to the California Coastal Commission for certification, on the next appropriate date.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. Pursuant to the provisions of Section 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 of Santa Barbara County.
3. This Board certifies that these amendments are intended to be carried out in a manner fully in conformity with the California Coastal Act.
4. The Board will submit these amendments to the California Coastal Commission for review and certification on the appropriate date.
5. The Chairman 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 of Supervisors.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this 23rd day of June, 1998, by the following vote:

AYES: Supervisors Schwartz, Graffy, and Marshall.

NOES: Supervisors Staffel and Urbanske.

ABSENT: None.

ABSTENTIONS: None.


GAIL MARSHALL
CHAIR, BOARD OF SUPERVISORS

ATTEST:
MICHAEL F. BROWN
CLERK OF THE BOARD

APPROVED AS TO FORM:
STEPHEN SHANE STARK
COUNTY COUNSEL

By: 
Deputy Clerk of the Board

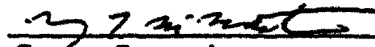
By: 
Deputy County Counsel

EXHIBIT NO. 12
APPLICATION NO.
:LCP Amend 2-98-B
Santa Barbara Co.

EXHIBIT 13

ARTICLE II (REZONE ONLY)

ORDINANCE NO. 4324

AN ORDINANCE AMENDING SECTION 35-54,
ADOPTING NEW ZONING ORDINANCES AND MAPS AND
UNCERTAINTIES IN DISTRICT BOUNDARIES, OF ARTICLE II OF
CHAPTER 35 OF THE CODE OF SANTA BARBARA, CALIFORNIA, BY
AMENDING THE ZONING MAP, IDENTIFIED AS BOARD OF SUPERVISORS
EXHIBIT NO. 35-54.20.3 , TO REZONE CERTAIN PARCELS TO IMPLEMENT
THE GOLETA OLD TOWN REVITALIZATION PLAN

CASE NO. 92-RZ-015

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

SECTION 1:

All zoning maps and zoning designations previously adopted under the provisions of Article II and pursuant to provisions of Section 35-180 "Amendments to a Certifies Local Coastal Program", of Chapter 35 of the Code of the County of Santa Barbara, California, are hereby amended as they relate to Assessor Parcel Numbers: 071-190-034, 071-190-035, 071-182-001 through 007, 071-182-010 through 017, 071-183-001, 071-183-003 through 005, 071-151-002, 071-151-004 through 009, 071-151-011, 071-151-012, 071-152-001, 071-152-004, 071-152-005, 071-152-007 through 016, 071-152-019, 071-152-021, 071-153-002 through 013, 071-153-017, 071-153-018 and 071-154-001 through 005. The purpose of this Ordinance is to amend the existing zoning map titled "Goleta Community Plan Zoning Districts Southern Section - Coastal Zone." in order to implement the Goleta Old Town Revitalization Plan.

SECTION 2.

Pursuant to the provisions of Section 35-180 "Amendments to a Certified Local Coastal Program" and of Article II, of Chapter 35 of the Code of the County of Santa Barbara, California, the Board of Supervisors hereby amends by reference the Zoning Map identified as Board of Supervisors Exhibit No. 35-54.20.3., as the zoning map referenced in Section 35-54 subsection 2(h) to as a replacement of the current map identified by that subsection by reference, with the same force and effect as if the boundaries, locations, and lines of the districts and territory therein delineated and all notations, references, and other information shown on said Zoning Map were specifically and fully set out and described therein. This amendment rezones the following Assessor's Parcel Numbers as follows:

- 1) Rezones Assessor's Parcel Numbers 071-190-034, 071-190-035 from M-S-GOL (Service Industrial-Goleta) to M-1 (Light Industry).
- 2) Rezones Assessor's Parcel Numbers 071-182-001 through 007, 071-182-010 through 017, 071-183-001, 071-183-003 through 005 from M-2 (General Industry) to M-S-GOL (Service Industrial-Goleta).
- 3) Rezones Assessor's Parcel Numbers, 071-151-002, 071-151-004 through 009, 071-151-011, 071-151-012, 071-152-001, 071-152-004, 071-152-005, 071-152-007 through 016, 071-152-019, 071-152-021, 071-153-002 through 013, 071-153-016, 071-154-001 through 005 from M-2 (General Industry) to M-1 (Light Industry).

SECTION 3

The Chair of the Board of Supervisors is hereby authorized and directed to endorse said Exhibit No. 35-54.20.2. to show that said map has been adopted by this Board.

SECTION 4

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.

SECTION 5

This ordinance and any portion of it approved by the Coastal Commission shall take effect and be in force thirty (30) days from the date of its passage or upon the date that it is certified by the Coastal Commission pursuant to Public Resources Code Section 30514, whichever occurs later, and before the expiration of fifteen (15) days after its passage it, or a summary of it, shall be published once, together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this 23rd day of June, 1998, by the following vote:

AYES: Supervisros Schwartz, Graffy, and Marshall.

NOES: Supervisors Staffel and Urbanske.

ABSENT: None.

ABSTENTIONS: None.


GAIL MARSHALL
CHAIR, BOARD OF SUPERVISORS

ATTEST:
MICHAEL F. BROWN
CLERK OF THE BOARD

By: 
Deputy Clerk of the Board

APPROVED AS TO FORM:
STEPHEN SHANE STARK
COUNTY COUNSEL

By: 
Deputy County Counsel

