



**Agenda Item C.1**  
**PUBLIC WORKSHOP**  
**Meeting Date: February 9, 2026**

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**TO:** Planning Commission Chair and Members

**SUBMITTED BY:** Peter T. Imhof, Planning and Environmental Review Director

**PREPARED BY:** Anne Wells, Advance Planning Manager  
Andy Newkirk, Supervising Planner  
Cam Audras, Assistant Planner  
Molly Cunningham, Assistant Planner

**SUBJECT:** Local Coastal Program Workshop 4

**RECOMMENDATION:**

Receive a presentation, allow public comments, and provide feedback on the City's Local Coastal Program.

**BACKGROUND:**

This February 9, 2026 workshop is the fourth workshop to discuss the City's Local Coastal Program (LCP). The first workshop occurred on December 8, 2025. The staff report for Workshop 1 provided detailed background on the California Coastal Act, LCPs, permit authority in the Coastal Zone, the City's General Plan / Coastal Land Use Plan as a foundation for a future LCP, the significance of LCP certification, and California Coastal Commission staff review of the General Plan / Coastal Land Use Plan. Additionally, three topic areas were included where Coastal Commission staff proposed revisions to the City's General Plan / Coastal Land Use Plan: Archaeology and Paleontology, Environmentally Sensitive Habitat Areas (ESHA), and Oil and Gas.

A second public workshop was held on January 12, 2026. The staff report for Workshop 2 included a discussion of Coastal Commission staff-proposed revisions to the City's General Plan / Coastal Land Use Plan on the following topics: Public Access, Safety (Coastal Hazards); and Visual Resources. At Workshop 2, Public Access was discussed but Safety (Coastal Hazards) and Visual Resources were not.

A third public workshop, on January 26, 2026, covered Coastal Commission staff proposed revisions related to Safety (Coastal Hazards) and Visual Resources that were originally introduced in the staff report for Workshop 2.

Workshop 4 continues the review of Coastal Commission staff-proposed revisions to City General Plan / Coastal Land Use Plan policies that are intended to serve as the Coastal Land Use Plan (CLUP) portion of the City's LCP.

## **DISCUSSION:**

This LCP workshop addresses Coastal Commission staff-proposed revisions to the following four policy topics: Public Facilities, Water Conservation, Transportation, and Water Quality. Water Conservation is included with Public Facilities in the discussion as the guiding Coastal Act requirements for these two topics are the same.

These topic areas will be the focus of discussion and feedback from the Planning Commission and the public. This staff report highlights the more significant proposed policy revisions. However, any of the proposed revisions included in the policy tables in staff report Attachments 1 through 4 may be discussed at the workshop. The questions listed at the end of each topic area are intended to guide the discussion and are designed to solicit feedback from each Planning Commissioner, while also providing the public with guidance and opportunities to share input on the same topics.

### ***Public Facilities (and Water Conservation)***

Within Chapter 3 of the Coastal Act, public facilities and impacts on development are discussed in Sections 30250 and 30254. Section 30250(a) states, in part, that:

*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.*

Section 30254 states: “[n]ew or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of [the Coastal Act].”

Section 30254 further states that:

*Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

The City currently maintains public facilities policies in the aptly titled Public Facilities Element. Coastal Commission staff suggested extensive edits to the City's approach to public facility policies throughout the Public Facilities Element. These suggested edits can

be found in Attachment 1. Coastal Commission staff also provided specific proposed revisions related to water conservation. These revisions focus on Conservation Element Policy CE 15 (Water Conservation, Waste Reduction, and Materials Recycling) and a new subpolicy on groundwater and water supply within Conservation Element Policy CE 10 (Watershed Management and Water Quality). These can be found in Attachment 2. No specific issues are identified in the staff report related to Public Facilities.

*Question 1: Is there any feedback for City staff to consider moving forward regarding public facilities?*

### **Transportation**

Transportation is not a topic specifically called out within Chapter 3 of the Coastal Act. However, Section 30252 notes that new development should support public access by:

*(1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings...*

Coastal Act Section 30253(d) also notes that new development should minimize vehicle miles traveled.

Coastal Commission staff suggested edits to the City's transportation policies throughout the Transportation Element. These can be found in Attachment 3. Below is a summary of some of the significant changes related to City transportation policies.

#### Complete Streets versus Vision Zero

Coastal Commission staff proposed a new subpolicy TE 1.1 (Complete Streets) to guide the design of new and reconstructed, retrofitted, repaved, rehabilitated, or changed streets.<sup>1</sup> This proposed policy could have impacts on Public Works' implementation of the annual paving project within the City with potential significant financial costs to the City. Additionally, City Council adopted Resolution No. 24-07 on February 20, 2024, supporting Vision Zero Efforts to eliminate fatal and severe transportation related collisions. The resolution endorses comprehensive holistic Vision Zero principles as a means to achieve this goal and directs staff to incorporate Vision Zero goals as a guiding principle for transportation planning, design of streets and sidewalks, and maintenance of public rights of way. Public Works would support an alternative subpolicy TE 1.1 to reflect the City's commitment to Vision Zero. Such an alternative subpolicy could read:

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<sup>1</sup> Note that the General Plan already has multi-modal policies, such as subpolicy TE 1.3 (Improved Connectivity in Street, Pedestrian, and Bikeway Systems) and TE 1.4 (Multi-Use Street System) and the City has an adopted Bicycle and Pedestrian Master Plan.

**TE 1.1 Vision Zero. [GP/CP]** Streets shall be planned and designed to prioritize the elimination of traffic-related fatalities and serious injuries consistent with the City's adopted Vision Zero approach. Roadway safety improvements shall be implemented based on data-driven analysis, risk, project scope, and feasibility, and shall be incorporated primarily through new construction, reconstruction, or projects that modify roadway geometry, operations, or circulation. Routine maintenance, repaving, and rehabilitation projects within the existing right-of-way shall focus on preserving infrastructure and may incorporate safety enhancements where feasible and consistent with City Council-adopted policy.

#### Removal of Capital Projects

The General Plan currently includes Policy TE 5 (Planned Street and Road Improvements). Policy TE 5 was included in the General Plan to serve as mitigation to impacts on intersection levels of service due to the growth allowed for in the General Plan. Over time, several of the projects in Policy TE 5 have been completed, such as subpolicy TE 5.2 (Replacement of the Cathedral Oaks/Hollister Interchange); some are underway, such as subpolicy TE 5.4 (Hollister Avenue (Old Town) Redesign Improvements); while others are potential future capital projects, such as subpolicy TE 5.5 (New US-101 Freeway Crossings).

Coastal Commission staff recommended removal of all capital projects identified in Policy TE 5 from the CLUP and where a project is in the Coastal Zone, to delete the subpolicy altogether. The three subpolicies proposed for deletion are: TE 5.2 (Replacement of the Cathedral Oaks/Hollister Interchange), which is already complete; TE 5.3 (Ekwill-Fowler-South Kellogg Improvements), portions of which are currently under construction; and TE 5.7 (Connection of Phelps Road). Coastal Commission staff suggested elimination of all TE 5 policies that identify major future transportation projects to avoid, from their perspective, pre-authorization of projects that have not been evaluated for their potential to impact coastal resources.

Removal of these policies could impact the analysis in the Environmental Impact Report for the City's General Plan. Additionally, the City would need to identify new General Plan policies to justify the outstanding portions of TE 5.3 and the Phelps Road connection when doing the annual General Plan conformity findings required under Government Code Section 65401 for the annual adoption of the City's Capital Improvement Program list of projects.

#### Public Coastal Access Parking

As summarized in Workshop 2, the City's coastal access policies can be found in the General Plan Open Space Element. Citations related to protections for public access under the Coastal Act (Sections 30210-30214) are also included in the Workshop 2 staff report. Coastal Commission staff proposed many edits related to coastal access within the Open Space Element. However, Coastal Commission staff also proposed edits

related to public access within the Transportation Element in addition to the Open Space Element revisions.

Coastal Commission staff proposed a new subpolicy, TE 9.8 (Public Coastal Access Parking Mitigation), that would only allow restrictions on or elimination of existing on-street public parking for coastal access if mitigation is provided or it is demonstrated that such restrictions or elimination will not adversely impact public coastal access. This could limit or complicate the City's efforts to regulate parking along Phelps Road, Marymount Way, and Whittier Drive during large Isla Vista events like Deltopia and Halloween. Additionally, in some locations, vehicles currently park on unimproved dirt shoulders without curb and gutter, within drainage paths, or adjacent to environmentally sensitive habitat areas. These conditions contribute to erosion, runoff, and resource impacts. Requiring mitigation for removal of such parking to address runoff, erosion, habitat protection, or safety concerns could create an unreasonable and costly burden for the City's Public Works Department.

At this point, it is unclear whether parking restrictions on these roads would adversely impact public coastal access and, if so, what mitigation would need to be provided by the City.

Coastal Commission staff also proposed revisions to subpolicy TE 9.3 (Parking in Residential Neighborhoods) to state that new development and/or expansion of an existing use in residential areas shall avoid displacement of public parking spaces that are accommodating parking for public access and recreation. Currently, subpolicy TE 9.3 states that on-site parking shall be provided to "minimize" parking in public rights-of way. A cross-reference to the requirements in subpolicy TE 9.8 is also proposed in subpolicy TE 9.3. At this time, it is unclear what on-street parking in the Ellwood neighborhood would be considered as accommodating parking for public access and recreation. Consequently, it is unclear what this proposed subpolicy revision would mean for the permitting of accessory dwelling units (where no parking is required) and for certain housing projects availing themselves of parking reductions under State law. Note that a similar edit is proposed to OS 3.3 (Coastal Access Parking) to prohibit the displacement of street parking in residential areas unless free replacement parking is provided. Adding similar, but not identical, requirements in two places could also lead to confusion and differing interpretations of policies appearing to serve the same intent (for instance subpolicy OS 3.3(b) would protect "coastal recreation users" parking while subpolicy TE 9.8 would protect "coastal access" parking).

#### Mandates Outside City Authority

The City includes transportation policies to advocate for certain outcomes outside the City's direct control and to coordinate with outside agencies on issues within those agencies' control. Examples of these types of policies are in subpolicy TE 3.2 (Freeways) and in Policies TE 7 (Public Transit (Bus Transportation)) and TE 15 (Regional Transportation).

Coastal Commission staff proposed new language related to transportation planning and projects that the City does not have direct approval authority over. Within subpolicy TE 3.2, Coastal Commission staff recommended two new subpolicy requirements as subpolicies TE 3.2(h) and TE 3.2(i). These new subpolicies include mandates for new projects on US-101 and State Route (SR)-217. However, as noted in the introduction to subpolicy TE 3.2, "The rights-of-way for these routes are controlled and managed by the California Department of Transportation (Caltrans)." As a result, the City does not have the authority to mandate certain requirements for projects located on US- 101 and SR- 217. Without additional context, the proposed policy additions may inadvertently suggest a level of City control over these projects that does not exist. It should be noted that subpolicy TE 3.2 already has other City-mandate language related to US-101 and SR-217 (such as in subpolicy TE 3.2(b), (c), and (g)) but Coastal Commission staff's proposed revisions add additional misleading policy language to the Transportation Element. Because these proposed subpolicies regulate infrastructure and development beyond the City's jurisdiction, lack an enforceable implementation mechanism, and rely on decisions made by other agencies, their inclusion in the LCP could create further confusion and unrealistic compliance expectations without improving coastal access, pedestrian connectivity, or noise mitigation outcomes.

Coastal Commission staff proposed a new subpolicy TE 3.1x (Advance Planning for Transportation Infrastructure) that similarly presumes a level of control or authority of projects that the City does not have. Within this proposed subpolicy, the City would mandate itself to work with Caltrans and other transportation asset owners and managers to conduct advance planning for segments of transportation infrastructure that are vulnerable or that are expected to become vulnerable to coastal hazards. Such a subpolicy puts the City in a difficult position as the City cannot control such planning processes yet mandates that such processes occur. The proposed subpolicy also assumes Caltrans would allow the collaboration proposed for in the subpolicy.

Similar issues are illustrated in Coastal Commission staff proposed new subpolicies TE 15.X (Environmental Justice Planning) and TE 15.X (Environmental Justice Impacts) that commit the City to certain processes related to environmental justice for projects the City does not control.

*Question 2: Do you support removal of capital projects from the CLUP when considering the issues this may create, including General Plan conformity determinations ?*

*Question 3: Do you support the Complete Streets subpolicy proposed by Coastal Commission staff or would you prefer to incorporate the City's existing adopted Vision Zero approach?*

*Question 4: Do you support more stringent requirements regarding restrictions on, or elimination of, existing on-street public parking for coastal access/recreation?*

*Question 5: Are you comfortable including mandates for City involvement in projects which the City does not have direct authority over?*

Question 6: Is there other feedback for City staff to consider moving forward regarding transportation?

### **Water Quality**

Within Chapter 3 of the Coastal Act, water quality is ostensibly regulated under Coastal Act Sections 30230-30236. These sections of the Coastal Act focus on the marine environment. For terrestrial land use, the most relevant provision is Section 30231, which focuses on water quality impacts to the marine environment. Section 30231 states:

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30412(b) of the Coastal Act clarifies roles and responsibilities for overseeing water quality management in California:

*The State Water Resources Control Board and the California regional water quality control boards are the state agencies with primary responsibility for the coordination and control of water quality...The commission shall assure that proposed development and local coastal programs shall not frustrate this section. The commission shall not, except as provided in subdivision (c), modify, adopt conditions, or take any action in conflict with any determination by the State Water Resources Control Board or any California regional water quality control board in matters relating to water quality...*

The City currently maintains water quality policy provisions in Conservation Element Policy CE 10 (Watershed Management and Water Quality). Coastal Commission staff suggested extensive edits to Policy CE 10. These can be found in Attachment 4. Below is a discussion of two of the most significant changes.

#### Limitations on Construction Activities

Coastal Commission staff proposed a new subpolicy CE X.x (Avoid Land Disturbance Activities During the Rainy Season), which takes some language from subpolicies CE 1.9(i) and (j), but with substantial changes. The proposed revisions would create new limitations on the timing of certain construction activities (grading, earth-moving, and vegetation clearance) to address water quality concerns. Currently, the City allows these activities year-round, with certain specific limitations and additional requirements for work adjacent to ESHA. The State Water Resources Control Board also allows construction year around subject to certain requirements. Under Coastal Commission staff-proposed

revisions, the City would prohibit any grading, earthmoving, and vegetation clearance during the rainy season, which is suggested to span from November 1 to April 30. Limited exceptions to the prohibition would include: (1) if the City granted an extension for a specific length of time, based on an inspection of the project site, and a determination that conditions at the site are suitable for continued work with implementation of appropriate erosion and sediment control measures that will be maintained during the activity; or (2) if the City allows for necessary land disturbance activities under emergency conditions to remediate hazardous flooding or geologic conditions that endanger public health and safety.

In short, based on this proposed requirement and limited exceptions, new construction projects could not begin from November 1 to April 30, except under emergency conditions. This restriction would limit the commencement of grading, earth-moving, and vegetation clearance to six months of the year, between May 1 and October 31. Note that a separate Coastal Commission staff-proposed new subpolicy CE 1.9(e) in the Conservation Element (provided to Planning Commission at Workshop 1) states that “[t]he timing of grading and construction activities shall avoid potential disruption of wildlife during critical time periods such as nesting or breeding seasons.” Nesting and breeding often occur from February to August.

### Stormwater Requirements

Several subpolicies within Policy CE 10 include requirements and expectations for how new development will address and minimize impacts associated with stormwater runoff from the site of the development. Currently, the City complies with requirements set out for the City by the Central Coast Regional Water Quality Control Board (RWQCB). Coastal Commission staff proposed additions within Policy CE 10 create a separate, overlapping yet more onerous set of requirements within the City’s Coastal Zone that is not needed for the City to meet its stormwater regulatory obligations.

Currently, if a development creates or replaces 2,500 square feet or more of impervious surface, then Central Coast Post-Construction Requirements (PCR) and Phase II Small Municipal Separate Storm Sewer System (MS4) Program Requirements apply consistent with State law. The PCR requirements include four tiers based on the amount of new or replaced impervious surface. The second highest tier, Tier 3, applies to projects that create or replace 15,000 square feet or more impervious surface area. The highest tier, Tier 4, applies to projects that create or replace 22,500 square feet or more impervious surface area. Within City Hall, Public Works staff implement these requirements. Note that the MS4 requirements are currently being updated by the RWQCB, which oversees requirements for stormwater management in the City. The RWQCB will also be revising and updating the PCR during the 2026 calendar year. The details about the PCR tiers and requirements are not currently in Policy CE 10.

Coastal Commission staff proposed a new subpolicy CE 10.X (Additional Requirements for Developments of Water Quality Concern) and a list of what are considered “Developments of Water Quality Concern.” Proposed subpolicy CE 10.X would require these developments to:



- Conduct a polluted runoff and hydrologic site characterization by a qualified licensed professional, early in the development planning and design stage, and document the expected effectiveness of the proposed best management practices (BMPs). (subpolicy CE 10.x(a)) Note that the purpose of the polluted runoff and hydrologic site characterization is unclear, as the bulk of the proposed subpolicy includes objective standards that need to be met.
- Size low impact development (LID), Runoff Control, and Treatment Control BMPs to infiltrate, retain, or treat, at a minimum, the runoff volume generated by the 95th percentile 24-hour rainfall event for volume-based BMPs, or two times the 95th percentile 1-hour rainfall intensity for flow-based BMPs. The 95th percentile rainfall event shall be determined using local rainfall data. (subpolicy CE 10.x(b))
- Use an LID approach that gives priority to preventive site design strategies to minimize post-development changes in the site's stormwater flow regime, supplemented by structural BMPs to retain on-site (by means of infiltration, evapotranspiration, or harvesting for later irrigation use), at a minimum, the runoff volume generated by the 95th percentile 24-hour rainfall event, to the extent appropriate and feasible. (subpolicy CE 10.x(c))
- Conduct an alternatives analysis to demonstrate that there are no appropriate and feasible alternative project designs that would substantially improve runoff retention, if a proposed development will not retain on-site the runoff volume generated by the 95th percentile 24-hour rainfall event using an LID approach. (subpolicy CE 10.x(d))
- Use a Treatment Control BMP (or suite of BMPs) to remove pollutants of concern from any portion of the runoff volumes generated by the 95th percentile 24-hour rainfall event that will not be retained on-site, or if additional pollutant removal is necessary to protect coastal waters. (subpolicy CE 10.x(e))
- Use structural Runoff Control BMPs to minimize adverse post-development changes in the runoff flow regime for projects that will add more than 15,000 square feet of impervious surface area and for any portion of the runoff volume that will not be retained onsite by the 95th percentile 24-hour rainfall event. (subpolicy CE 10.x(f))

In total, the standards provided above differ from and potentially conflict with the City's existing PCRs. The requirements of subpolicy CE 10.x(f) are similar to existing requirements for Tier 3 projects. However, when combined with subpolicies CE 10.x(c), (d), and (e), this proposed policy would create competing standards between the LCP requirements and the existing City PCRs. These additional requirements would create a more subjective and complicated process for stormwater management analysis and requirements, both for applicants and for the City. Finally, the alternatives analysis requirements in proposed subpolicy CE 10.x(d) are not clearly defined and could be a mechanism to significantly reduce the size of proposed development in a subjective manner. Layering additional, subjective requirements on top of established regulatory programs could create inconsistency, confusion, and inefficiency without a corresponding water quality benefit.

Coastal Commission staff also proposed a threshold for the requirements of subpolicy CE 10.X as development that creates and/or replaces a cumulative site total of 10,000 square feet or more of impervious surface area. Note that this trigger is significantly lower than the current trigger to Tier 4 requirements under the City's existing PCRs. Beyond a square footage impervious surface threshold, Coastal Commission staff also proposed that the following categories be considered "Development of Water Quality Concern" and thus trigger the application of the requirements of subpolicy CE 10.X:

1. Residential development that creates and/or replaces five or more dwelling units.
2. Hillside development on a slope greater than 15 percent on a site with erodible soils.
3. 75 percent or more of the site's surface area will be impervious surfaces.
4. A parking lot, street, road, or highway facility that creates and/or replaces a cumulative site total of 5,000 square feet or more of impervious surface area.
5. A vehicle service facility, including a retail gasoline outlet, commercial car wash, or vehicle repair facility.
6. Commercial or industrial development with a potential for generating a high pollutant load that may potentially enter coastal waters or the storm drain system.
7. Any project developed on land where the soil has been contaminated by a previous land use, and where the contaminated soil has the potential to be eroded or to release the contaminants into runoff.
8. Developments that create and/or replace a cumulative site total of 2,500 square feet or more of impervious surface area, if the development is located within 100 feet of coastal waters (including the ocean, estuaries, wetlands, lagoons, and streams) or discharges directly to coastal waters (i.e., does not discharge to a public storm drain system).
9. Any other development determined by the City to be a Development of Water Quality Concern.

Note that the above includes certain housing projects, in addition to a variety of other projects, that currently do not require heightened stormwater management requirements under the City's existing PCRs. Several of these categories create issues for the City.

Under Category 1, the five-unit residential trigger may incentivize fewer but larger residential units in order to avoid more stringent stormwater control requirements. The justification for the five-unit threshold is unclear. Note that without this trigger, residential development would still be considered under the 10,000-square foot standard discussed above.

Categories 3 and 4 create significant burdens on Public Works road maintenance efforts. The proposed triggers, particularly the inclusion of streets, roads, and highways creating or replacing as little as 5,000 square feet of impervious surface, would capture most City paving projects. Public Works maintenance and rehabilitation projects occur entirely within existing, fully built-out rights-of-way that are already impervious and constrained by utilities, drainage infrastructure, access requirements, private property, and safety standards. There is no physical footprint or feasible mechanism within these corridors to install infiltration-based LID features, retention facilities, or treatment BMPs without

acquiring additional property or fundamentally reconstructing the roadway, which is neither practical nor intended for maintenance work.

Application of subpolicy CE 10.X to maintenance projects would require the City to retain additional consultants to prepare polluted runoff and hydrologic site characterizations, alternatives analyses, and stormwater modeling solely to repave or rehabilitate existing streets. This would introduce unnecessary bureaucracy, increase costs, extend project schedules, and significantly reduce the effectiveness of the City's pavement preservation and infrastructure maintenance programs. This subpolicy would materially hinder the City's ability to perform routine maintenance, defer needed repairs, increase long-term lifecycle costs, and negatively affect roadway conditions and public safety.

Under Category 9, Coastal Commission staff also proposed as a "Development of Water Quality Concern" anything determined to be such "by the City." This additional catch-all category creates a subjective and unclear trigger for additional stormwater management requirements. Because stormwater management requirements can impact project design, this determination would need to be made by City staff at or prior to a development application. The same issue can occur with Category 6. It is unclear how and when the determination of Category 6 applicability would take place and what would guide that consideration.

*Question 7: Should the City effectively prohibit new construction activities (grading, earth-moving, and vegetation removal) during the winter half of each year?*

*Question 8: Are you comfortable removing a duplicative separate, more stringent stormwater management requirement scheme, that differs from the requirements overseen by the Central Coast Regional Water Quality Control Board?*

*Question 9: Is there other feedback for City staff to consider moving forward regarding the marine environment/water quality?*

### **Additional Feedback**

At the conclusion of the workshop, City staff will also provide the public and Planning Commission with an opportunity to discuss any additional questions and/or comments regarding any of the material from the three workshops.

*Question 10: Do you have any additional questions or comments for City staff regarding Coastal Commission staff proposed edits to City policy?*

### **NEXT STEPS:**

After receiving feedback from the Planning Commission and public on all suggested policy revisions, staff will address next steps in consultation with Coastal Commission staff.

At a later date, the City will provide a public draft of the LCP for review and consideration by the Planning Commission and recommendation to the City Council for adoption and submittal to the Coastal Commission for certification.

**LEGAL REVIEW BY:** Winnie Cai, Assistant City Attorney

**APPROVED BY:** Peter Imhof, Director of Planning and Environmental Review

**ATTACHMENTS:**

1. Public Facilities Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough
2. Water Conservation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough
3. Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough
4. Water Quality Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough
5. Staff Presentation

## **ATTACHMENT 1**

Public Facilities Policies with Coastal Commission Staff Proposed Revisions in  
Underline and Strikethrough

Attachment 1: Public Facilities Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Public Facilities Policy Revisions
<p><b>Policy PF 3: Public Safety Services and Facilities [GP/CP]</b></p> <p>Objective: Ensure that adequate fire and police services and facilities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta’s boundaries.</p>
<p><b>PF 3.4: Fire Safety in New Development [GP/CP]</b></p> <p>The following fire safety standards shall be met, where applicable, in new development within the city:</p> <ul style="list-style-type: none"><li>a. Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access <del>cannot be provided</del><u>is not feasible</u> and maintenance of fire safety standards are ensured by other means. <u>Where required fire access routes for a subdivision would have adverse impacts to coastal resources, the subdivision shall be denied.</u></li><li>b. All private roads that provide access to structures served by the Santa Barbara County Fire Department shall be constructed at a minimum to the department’s standards.</li><li>c. All nonagricultural development in the foothills area shall include provisions for connection to the GWD or another public water purveyor.</li><li>d. Emergency access <u>and required fuel modification</u> shall be <del>a consideration</del><u>analyzed</u> in the siting and design of all new development within the city.</li></ul>
<p><b>PF 4: Water and Sewer Facilities [GP/CP]</b></p> <p>Objective: <u>Limit new development that requires new or expanded water supply and sewage collection facilities. New facilities shall be limited to the minimum necessary to serve envisioned land use buildout in the GP/CLUP.</u> Ensure that adequate water supply and distribution facilities and sewage collection facilities and treatment capacity are available <del>to meet the cumulative needs of both existing users and new development in the city as well as outside Goleta’s boundaries.</del><u>prior to approving new development, including land subdivisions.</u></p>
<p><b>PF 4.1: Water Facilities and Services [GP/CP]</b></p> <p>The following criteria, standards, and procedures shall apply to water facilities and services:</p> <ul style="list-style-type: none"><li>a. <u>New, expanded, or upgraded water infrastructure shall be designed and limited to accommodate the needs generated by permitted land uses within the City. The capacities of these facilities shall be scaled to meet the level of anticipated growth consistent with the permitted land uses within the City but shall not be oversized so as to induce growth in the Coastal Zone beyond the certified build-out of the GP/CLUP.</u></li><li><del>a.b.</del> <u>The City shall coordinate with GWD regarding new development within its boundaries to allow the GWD to continue to plan its capital improvements in an orderly manner consistent with the levels of growth allowed by the <del>Land Use Plan</del>GP/CLUP.</u></li><li><del>c.b.</del> <u>The City shall review and monitor GWD’s existing Urban Water Management Plan, adopted in <del>December 2005</del> <u>May 2017</u> and future updates to that plan, and shall monitor actions of GWD to meet the projected long-term water demand.</u></li><li><del>d.e.</del> <u>The City shall monitor and compare the planned and potential consumption of the available and planned water capacity within the service area of the GWD. If the available and planned capacity of water supply and delivery services is not adequate to serve the planned and potential consumption, then the City shall take one or more of the following three actions in order of priority:</u><ul style="list-style-type: none"><li>1) <u>Deny or p</u><del>Phase</del> <u>development within the city consistent with the <del>Land Use Plan</del>GP/CLUP until such time that adequate <del>resources can be identified to provide adequate supplies and improvements</del>water supply can be provided and urge other entities in the service areas to also <del>reassess their plans</del>deny or phase development. <u>Where existing or planned water supply can accommodate only a limited amount of new development, water supply and delivery services shall be reserved for higher priority land uses and other development shall not be approved if its use of service capacity would preclude development of higher priority uses. For the purposes of this subpolicy, higher priority land uses shall be limited to coastal-dependent land uses; essential public services and basic industries vital to the economic health of the region, state, or nation; public recreation; commercial recreation; and visitor-serving land uses. Residential, general commercial, light industrial and other lower priority uses shall be restricted until adequate water capacity is available.</u></u></li><li>2) <u>Reassess the City’s <del>Land Use Plan</del>GP/CLUP to reduce the demand for services to the degree necessary to match the supply and urge other entities in the service areas to also reassess their plans, <u>while providing services for higher priority land uses.</u></u></li><li>3) <u>Explore and support ways to reduce consumption in order to conserve available capacity and to reduce the volume of discharges of treated effluent in ocean waters.</u></li></ul></li><li><del>e.d.</del> <u>Environmental reviews of new development shall evaluate the adequacy of water supply capacity to serve cumulative demand for all existing and planned development, including during extended periods of drought.</u></li><li><del>f.e.</del> <u>Water piping systems should be interconnected (“looped”) wherever feasible to facilitate the reliable delivery of water to all locations within the city. The distribution system should be sized to provide minimum operating pressure of 45 pounds per square inch (psi) under normal conditions and 20 psi under emergency conditions such as fires.</u></li><li><del>g.f.</del> <u>Water supply and delivery systems shall be available in time to meet the demand created by new development</u><del>-or shall be assured through the use of bonds or other sureties.</del> <u>An assured water</u></li></ul>

Attachment 1: Public Facilities Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Public Facilities Policy Revisions	
	<p>supply and delivery system shall be identified prior to discretionary approvals of projects to the satisfaction of the City. GWD or the project applicant may provide several alternative methods of documentation, including <del>an unconditional “ability to serve”</del><u>a service availability</u> letter from the district.</p> <p><del>h.g.</del> <u>Prior to approval of a project for new development,</u> <del>t</del>The applicant and GWD shall demonstrate <del>prior to issuance of final land use clearance</del> that sufficient capacity <del>shall be</del><u>is</u> available to serve the development and all other cumulative projects within GWD’s service area. This may be evidenced by <del>an unconditional “will serve”</del><u>a service availability</u> letter or contract for service from GWD. All required water infrastructure for a project shall either be in place at the time of approval of the <del>land use clearance</del><u>development</u> or shall be assured through the use of bonds, payment of fees, or other sureties to the City’s and GWD’s satisfaction.</p> <p><del>i.h.</del> Within new subdivisions, offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permit. Model homes may be exempted from this policy, subject to approval by the City.</p> <p><del>j.i.</del> The City shall encourage and actively promote long-term water conservation through water-conserving features in new development, including low water-use plumbing fixtures and drought-tolerant landscaping. The City also encourages the reclamation of treated wastewater and development of distribution facilities for reclaimed water to serve appropriate uses and locations.</p> <p><del>k.j.</del> <u>Water infrastructure shall be sited and designed in a manner that protects coastal resources, minimizes risks from coastal erosion, inundation and flooding due to rising sea level, and precludes the need for shoreline protection. New water lines shall not be located within an Environmentally Sensitive Habitat Area (ESHA) or ESHA buffer unless there is no feasible alternative location.</u> The City supports <del>the</del> decommissioning and relocating<del>on of</del> existing facilities located within ESHA, <del>or</del> ESHA buffers, <u>or coastal hazard areas to areas outside of ESHA, ESHA buffer, and coastal hazard areas, including areas subject to future sea level rise.</u></p> <p><del>l.k.</del> The City shall require new water infrastructure to be located and <del>painted</del><u>designed</u> so as to not be visually obtrusive and, where feasible, to be located within roadway rights-of-way or existing utility easements.</p> <p><del>m.l.</del> The City shall seek to protect the quality and quantity of groundwater resources, including those that serve households and businesses that rely on private wells. The City encourages that such existing development be connected to the public water system of GWD and that the private wells be properly abandoned and closed.</p> <p><del>n.m.</del> All new development within the City shall be served by the public water system. <u>Lack of available public water services shall be grounds for project denial or for a reduction in the density or intensity of development otherwise allowed on the site.</u></p> <p><del>o.n.</del> New development along corridors identified by the GWD in its Master Plan as locations of future water conveyance facilities shall provide appropriate easements as a condition of approval.</p>
PF 4.2: Sewer Facilities and Services [GP/CP]	<p>The following criteria, standards, and procedures shall apply to sewer facilities and services:</p> <p>a. <u>New, expanded, or upgraded wastewater infrastructure shall be designed and limited to accommodate the needs generated by permitted land uses within the City. The capacities of these facilities shall be scaled to meet the level of anticipated growth consistent with the permitted land uses within the City but shall not be oversized so as to induce growth in the Coastal Zone beyond the certified build-out of the GP/CLUP.</u></p> <p><del>b.</del> The City shall monitor and compare the planned and potential consumption of the available and planned sewer capacity within the service areas of these utilities. If the available and planned capacity of sewerage services is not adequate to serve the planned and potential consumption, then the City shall take one or more of the following three actions in order of priority:</p> <p>1) <u>Deny or p</u>Phase development within the City consistent with the <del>GP/CLUP Land Use Plan</del> until such time that adequate <del>resources can be identified to provide adequate supplies</del><u>wastewater capacity</u> and improvements <u>can be provided</u> and urge other entities in the service areas to also <del>reassess their plans</del><u>deny or phase development</u>. <u>Where existing or planned wastewater treatment capacity can accommodate only a limited amount of new development, service capacity shall be reserved for higher priority land uses and other development shall not be approved if its use of service capacity would preclude the development of higher priority uses. For the purposes of this subpolicy, higher priority land uses shall be limited to coastal-dependent land uses; essential public services and basic industries vital to the economic health of the region, state, or nation; public recreation; commercial recreation; and visitor-serving land uses. Residential, general commercial, light industrial and other lower priority uses shall be restricted until adequate wastewater treatment capacity is available.</u></p> <p>2) Reassess the City’s <del>GP/CLUP Land Use Plan</del> to reduce the demand for services to the degree necessary to match the supply and urge other entities in the service areas to also reassess their plans, <u>while providing services for higher priority land uses</u>.</p> <p>3) Explore and support ways to reduce consumption in order to conserve available capacity and reduce the volume of discharges of treated effluent in ocean waters.</p> <p><del>b.c.</del> The City shall encourage effective and cost-efficient organization and delivery systems for provision of wastewater collection, treatment, and disposal services within its boundaries.</p> <p><del>e.d.</del> The City shall work with the GSD to ensure completion of a Capacity Management Alternatives Study to determine the scope of needed improvements for a higher level of treatment in order to improve the quality of effluent discharged by an outfall into ocean waters offshore from Goleta Beach Park. The City supports completion of this project as quickly as possible. The study should include a full evaluation of alternatives and costs. Alternatives <del>should</del><u>shall</u> avoid construction of excess wastewater treatment capacity <u>that would induce growth in the Coastal Zone beyond the certified build-out of the GP/CLUP.</u></p> <p><del>d.e.</del> The City shall encourage recycling of treated wastewater to reduce water consumption and reduce ocean discharges of treated effluent.</p>



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<p><del>ef.</del> Sewage collection and wastewater treatment capacity shall be available in time to meet the demand created by new development <del>or shall be assured through the use of bonds or other sureties.</del> The adequacy of sewerage facilities shall be identified prior to discretionary approvals of projects to the satisfaction of the City. The applicable sanitation district or project applicant may provide several alternative methods of documentation, including <u>an service availability</u> <del>unconditional “ability to serve”</del> letter from the district.</p> <p><del>fg.</del> <u>Prior to the approval of a project for new development,</u> <del>t</del>The applicant and the applicable sanitation district shall demonstrate <del>prior to issuance of final land use clearance</del> that sufficient capacity and facilities <del>shall are be</del> available to serve the development and all other cumulative projects within the service area. This may be evidenced by an <del>unconditional “will serve”</del> <u>service availability</u> letter or contract for service from the district. All required wastewater management infrastructure for a project shall either be in place at the time of approval of the <del>development and use clearance</del> or shall be assured through the use of bonds, payment of fees, or other sureties to the City’s and the applicable district’s satisfaction. <u>Lack of available public sewer services shall be grounds for project denial or for a reduction in the density or intensity of development otherwise allowed on the site.</u></p> <p><del>gh.</del> All necessary sewage collection facilities shall be in place at the time of <del>approval of final</del> building <del>permits</del><u>inspection</u>.</p> <p><del>hi.</del> <del>New sewer lines shall not be located within ESHA or ESHA buffer unless there is no feasible alternative location.</del> <u>Wastewater infrastructure shall be sited and designed in a manner that protects coastal resources, minimizes risks from coastal erosion, inundation and flooding due to rising sea level, and precludes the need for shoreline protection.</u> The City supports <del>the</del> decommissioning and relocating <del>on of</del> existing facilities located within ESHA, <del>or</del> ESHA buffers <u>, or coastal hazard areas to areas outside of ESHA, ESHA buffers, and coastal hazard areas, including areas subject to future sea level rise.</u></p> <p><del>ij.</del> <u>New d</u>Development along corridors identified by sewer providers in their master plans as locations of future sewerage facilities shall provide appropriate easements as a condition of approval.</p> <p><del>jk.</del> The City shall discourage and oppose extension of sewer service into any land area not designated for urban development, including to areas west of Goleta and the Embarcadero Community Services District.</p> <p><del>kl.</del> Within the urban boundary, all new development shall be required to connect to the public sewerage system. New septic systems shall not be approved within the urban boundary unless it is demonstrated that there is no feasible alternative.</p> <p><del>lm.</del> Independent community sewer systems shall not be approved or established <del>for new development</del> within the city.</p>
<p><b>Policy PF 6: Utilities [GP/CP]</b></p> <p>Objective: Ensure that adequate utility services and facility capacities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta’s boundaries.</p>
<p><b>PF 6.2 Undergrounding of Overhead Utilities. [GP/CP]</b></p> <p>The City shall encourage the undergrounding of electrical power lines and other overhead utilities to the greatest extent practical, as follows:</p> <p>a. The City shall pursue funding opportunities to underground existing overhead utilities, including SCE’s dedicated underground funding (“Rule 20A/20B”), private funding, and assessment districts. The City shall establish priorities for locations for potential undergrounding projects.</p> <p>b. To the extent practicable, all utilities shall be required to be placed underground in new development (see related VH 4.14).</p>
<p><b>PF 6.4 Telecommunications Improvements. [GP/CP]</b> The City encourages upgrading of telecommunications infrastructure to ensure adequate coverage. The number of separate sites shall be minimized <u>by co-locating facilities where feasible</u>. Visual and aesthetic obtrusiveness of wireless and cellular telecommunications facilities shall be mitigated by provision of stealth designs, for example, location within elements of buildings such as parapets, chimneys, or other architectural features. A public notice shall be posted at telecommunications sites with electromagnetic field emissions; these notices shall inform employees, customers, and the general public as to the location of the facility (see related VH 4.8).</p>



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<p><b>Policy PF 8: General Standards for Public Facilities [GP/CP]</b></p> <p>Objective: To ensure compatible and aesthetically appropriate integration of public buildings and facilities into the city’s built and natural environments at appropriate locations.</p>
<p><b>PF 8.1 General Standard. [GP/CP]</b></p> <p>The City shall ensure that all public buildings and facilities comply with the same development standards and regulations as would be applicable to private development.</p>
<p><b>PF 8.2 Siting of Public Facilities. [GP/CP]</b></p> <p>All new public facilities, including utilities, utility buildings, signage, and other development components, shall be <u>sited and</u> designed <del>in a</del> <u>to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural landforms and to be</u> <del>manner that makes them</del> aesthetically compatible with surrounding neighborhoods and development. The following shall apply:</p> <p>a. Siting and design, landscape buffers, architectural elements, and other appropriate design solutions shall be required, as appropriate.</p> <p>b. Critical structures and facilities (including hospitals, fire stations, police stations, water reservoirs, and communications facilities) shall be restricted from geologically and hydrological hazardous areas, <u>including areas subject to future sea level rise</u>, to the greatest extent practical.</p> <p>c. To the extent practical, the City shall identify and shall make every effort to assure the long-term availability of appropriate sites for the development and expansion of City buildings, utility infrastructure, and other public facilities.</p> <p>d. Public agency buildings shall be conveniently located and accessible to residents and all segments of the community.</p> <p><u>e. In the Coastal Zone, all public facilities shall be restricted from geological and hydrological hazardous areas, including areas subject to future sea level rise, and preclude the need for shoreline protection. Where feasible, existing public facilities shall be relocated out of coastal hazard areas.</u></p>
<p><b>PF 8.4 Critical Facilities Standards. [GP/CP]</b></p> <p>To the extent possible, the City shall require that all critical structures located within the city be constructed to maintain sufficient structural integrity to remain functional following the maximum probable earthquake event and other natural disasters that could affect the site of the structure. All proposals for new critical structures, regardless of location within the city, shall demonstrate safety in terms of the geologic, hydrologic, and other engineering conditions of the site. (See also Subpolicies SE 4.8, SE 4.10, SE 5.3, and SE 6.5.)</p>
<p><b>PF 9: Coordination of Facilities with Future Development. [GP/CP]</b></p> <p>Objective: To ensure that <del>land use decisions</del> <u>adequate public services</u> are <del>based on</del> <u>available prior to approving new development and that</u> the <del>planned</del> <u>necessary</u> capacity <del>of is available and the</del> capital facilities <del>and that are in place prior to occupancy of the new development. Within the Coastal Zone, ensure that coastal-dependent land uses; essential public services; basic industries vital to the economic health of the region, State, or nation; public recreation; commercial recreation; and visitor-serving land uses are not precluded from receiving the necessary services when and where</del> such <del>facilities are provided when they</del> <u>services</u> are <del>needed to support new development</del> <u>constrained</u>.</p>
<p><b>PF 9.1: Integration of Land Use and Public Facilities Planning. [GP/CP]</b></p> <p><del>The Land Use Plan and actions</del> <u>Actions</u> on individual development applications shall <del>be consistent with</del> <u>demonstrate</u> the <del>existing or planned</del> <u>adequate</u> capacities of necessary supporting public facilities and <u>shall be consistent with</u> the fiscal capacity of the City to finance new facilities.</p> <p>a. The City shall integrate its land use and public works planning activities with an ongoing program of long-range financial planning to ensure that the City’s <u>GP/CLUP</u> <del>Land Use Plan</del> is supported by quality public facilities.</p> <p>b. Individual land use decisions, including but not limited to <del>General Plan</del> <u>GP/CLUP</u> amendments, shall <del>be based on</del> <u>include</u> a finding that any proposed development can be supported by adequate public facilities.</p>
<p><b>PF 9.2 Phasing of New Development. [GP/CP]</b></p> <p>Development shall be allowed only when and where it is demonstrated that all public facilities are adequate and only when and where such development can be adequately served by essential public</p>

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services without reducing levels of service elsewhere.
<p><b>PF 9.3 Responsibilities of Developers. [GP/CP]</b></p> <p>Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.</p>
<p><b>PF 9.4: City Infrastructure Investments to Guide Development. [GP/CP]</b></p> <p>The City shall plan and develop its infrastructure and public facilities in appropriate locations for development and shall encourage other public agencies to plan and implement their facilities in a manner that is consistent with and reinforces the <del>General Plan</del> <u>CLUP</u>.</p>
<p><b>PF 9.5 Extensions of Infrastructure and Facilities. [GP/CP]</b></p> <p>The extension of any individual infrastructure or public facility to serve new development, regardless of the method of financing, should be approved only if it is determined that adequate fiscal capacity exists to support:</p> <ul style="list-style-type: none"><li>a. The extension of any other needed facilities.</li><li>b. Services to the cumulative development that could be supported by the extension.</li><li>c. Cost-effective service delivery by all ongoing public services.</li></ul>
<p><b>PF 9.6: Concurrency [GP/CP]</b></p> <p>The City shall develop ordinances and procedures to achieve “concurrency” for facilities essential to support development. Pursuant to those procedures, the City shall evaluate the impact of any new development on the capacity of the supporting public facilities and require, prior to final development approval, that financing be in place to correct any public facility deficiency. The evaluation of impacts shall include an analysis of the cumulative effects of other development proposals in the service area.</p>
<p><b>PF 9.7: Essential Services for New Development [GP/CP]</b></p> <p>Development shall be allowed only when and where: all essential utility services are adequate in accord with the service standards of their providers; <u>service capacity is adequate to support existing and only when planned coastal-dependent uses, essential public services and basic industries vital to the economic health of the region, State, or nation, public recreation, commercial recreation, and visitor-serving land uses; the provision of essential public services will not have significant adverse effects, either individually or cumulatively, on coastal resources;</u> and <del>where such</del> <u>the</u> development can be adequately served by essential utilities without reducing levels of service <del>below the level of service guidelines</del> <u>to inadequate levels</u> elsewhere.</p> <ul style="list-style-type: none"><li>a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development.</li><li>b. A development shall not be approved if it causes the level of service of an essential utility service to decline below <del>the standards referenced</del> <u>adequate levels as described</u> above unless <u>the permit requires</u> improvements to mitigate the impacts <del>are made</del> concurrent with the development <del>for the purposes of this policy.</del> “Concurrent with the development” shall mean that improvements are in place <del>at the time prior to occupancy or use</del> of the development <del>or that</del>. <u>Where applicable, the City shall require</u> a financial commitment <del>is to be</del> <u>in place prior to issuance of the coastal development permit</u> to complete the improvements.</li><li>c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, <del>developers must provide such facilities at their own expense in order to develop</del> <u>the applicant must provide such facilities at their own expense in order to develop</u>. <u>Acquisition of these services shall not be approved if its use of service capacity would preclude the development higher priority uses.</u></li></ul> <p><u>The adequacy of essential public facilities to handle new development shall be demonstrated prior to approval of the coastal development permit. The applicant shall provide adequate documentation, including an “ability to serve” letter from the service provider, a description of public facilities that would be necessary to support the development, evidence that these public facilities can be feasibly completed prior to occupancy, and evidence that the necessary public facilities will not have individual or cumulative impacts on coastal resources.</u></p>

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<p><b><u>PF 9.8: Public Facilities</u></b></p> <p><u>Public facilities shall be sited and designed in a manner that protects coastal resources consistent with all policies and provisions of the GP/CLUP, minimizes risks from coastal erosion, inundation and flooding due to rising sea level, and precludes the need for shoreline protection. Where feasible, existing public facilities shall be relocated out of coastal hazard areas, including long-term hazard areas associated with climate change.</u></p> <p><u>Limit new or expanded roads, flood control projects, utility services, and other public service facilities, whether publicly owned or not, to the minimum necessary to serve the level of development that may be accommodated consistent with permitted land use buildout and subject to all planning and resource constraints of the GP/CLUP.</u></p>

## **ATTACHMENT 2**

Water Conservation Policies with Coastal Commission Staff Proposed Revisions in  
Underline and Strikethrough

California Coastal Commission Staff Recommended Water Conservation Policy Revisions	
<p>[Note: CE 15.1 was edited by the City since the last review by Coastal Commission staff]</p>	
CE 15.1	<p><b>Water Conservation.</b> [GP/<u>CP</u>]</p> <p>The City shall promote water conservation and will work cooperatively with the Goleta Water District to:</p> <ul style="list-style-type: none"><li>a. Establish goals for reducing water use in the City.</li><li>b. Monitor and document water use.</li><li>c. Promote water conservation through a public information program.</li><li>d. Provide guidelines for <u>low-flow</u> <del>the use of water</del> <u>interior and exterior water fixtures</u>.</li><li>e. Provide emergency guidelines for water use in times of drought.</li><li>f. Seek available grants to initiate or sustain conservation efforts.</li></ul>
CE 15.2	<p><b>Water Conservation for City Facilities.</b> [GP/<u>CP</u>]</p> <p>In order to minimize water use, the City shall upgrade City-owned facilities with low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, <del>and</del> reclaimed water for exterior landscaping, <u>and installation of climate-appropriate landscaping</u> at the time of major improvements.</p>
CE 15.3	<p><b>Water Conservation for New Development.</b> [GP/<u>CP</u>]</p> <p>In order to minimize water use, all new development <u>and substantial redevelopment</u> shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and <u>or</u> reclaimed water for exterior landscaping, where appropriate.</p>
<p><u><b>CE 10.X Groundwater and Water Supply.</b> [GP/<u>CP</u>]</u></p> <p><u>The City shall seek to prevent depletion of groundwater levels and groundwater quality by:</u></p> <ul style="list-style-type: none"><li><u>a. Coordinating with adjacent local governments and relevant agencies to protect the potable water supply from saltwater intrusion.</u></li><li><u>b. Coordinating with the Goleta Water District to identify potential areas where saltwater intrusion may degrade groundwater water resources.</u></li><li><u>c. Coordinating with the Goleta Water District to remediate identified saltwater intrusion sites.</u></li><li><u>d. Evaluating potential incidence and severity of saltwater intrusion into individual aquifers as part of climate adaptation studies.</u></li><li><u>e. Meeting the Central Coast Regional Water Quality Control Board’s Post-Construction Storm Water Management Requirements for water quality treatment, run-off retention, and peak flow mitigation.</u></li></ul>	

### **ATTACHMENT 3**

Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline  
and Strikethrough

Attachment 3: Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Transportation Policy Revisions
<p><b>TE 1: Integrated Multi-Modal Transportation System. [GP/CP]</b></p> <p><b>Objectives:</b> To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta’s residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile, <u>minimize energy consumption, reduce vehicle miles traveled,</u> and provide the facilities that will enable diversion of trips from automobiles to other modes <u>of transportation</u>. To develop, maintain, and operate a balanced, safe, and efficient transportation <u>and complete streets</u> system to serve all persons, <u>all age groups,</u> special-needs populations, <u>coastal visitors,</u> and activities in the community <u>while protecting coastal and inland resources</u>.</p>
<p><b><u>TE 1.1: Complete Streets. [GP/CP]</u></b></p> <p><u>Streets shall be designed to be safe for all users and inclusive of all modes and all age groups where appropriate. The City shall apply Complete Streets design concepts to all roadway projects to the maximum extent feasible, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.</u></p>
<p><b><u>TE 1.42: Alternative Modes. [GP/CP]</u></b></p> <p><del>The City’s intent shall be to achieve a realistic and cost-effective balance between maximize the network of travel modes, including bikeways, pedestrian circulation, and bus transit.</del> The City shall <u>facilitate and</u> encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.</p>
<p><b><u>TE 1.23: Transportation and Land Use. [GP/CP]</u></b></p> <p>The design of the City’s transportation infrastructure <del>and services,</del> and investments in future <u>transportation</u> improvements, shall <del>be supportive of</del><u>support</u> the <u>buildout and</u> land use <del>plan set forth in the Land Use Element and patterns of the GP/CLUP</del><u>responsive to the transportation impacts of development located in nearby areas outside the city boundary.</u> The <del>design of and</del> improvements to Goleta’s transportation system <del>should</del><u>shall be designed and limited to</u> accommodate <del>not only existing conditions, but also projected growth based on the Land Use Element of this plan and planned growth</del><u>the needs generated by development or uses permitted within the City as well as development</u> in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.</p>
<p><b><u>TE 1.34: Improved Connectivity in Street, Pedestrian, and Bikeway Systems. [GP/CP]</u></b></p> <p>In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of US-101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges.</p>
<p><b><u>TE 1.45: Multi-Use Street System. [GP/CP]</u></b></p> <p>The City shall emphasize geometric configurations for streets and intersections that will readily accommodate <u>public</u> transit vehicles and other travel modes as well as to improve traffic flows and turning movements for automobiles. <u>The design shall be reflective of public safety, community character, and visual resources.</u> <del>These actions shall be balanced with safety considerations and the value the community places on not widening roads and intersections to the extent that roadways would be inconsistent with desired community character.</del></p>
<p><b><u>TE 1.67: Development ReviewAlternative Transportation in New Development. [GP/CP]</u></b></p> <p><del>As a condition of approval of n</del><u>New non-residential or mixed use</u><del>development projects, the City</del> shall <del>require developers to</del> provide improvements <del>that will to</del> reduce the use of single-occupancy vehicles. <del>These, including those by employees and patrons, where feasible. Physical</del> improvements <u>or other strategies</u> may include, but are not limited to, the following:</p> <ul style="list-style-type: none"><li>a. Preferential parking spaces for carpools.</li><li>b. Bicycle storage, <u>bicycle</u> parking spaces, and shower facilities for employees.</li><li>c. Bus turnouts and shelters at bus stops.</li><li>d. <u>Bicycle paths and pedestrian walkways that provide on-site circulation, including connections with neighboring developments.</u></li><li><u>e.</u> Other improvements as may be appropriate to the site.</li></ul>



Attachment 3: Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Transportation Policy Revisions
<p><b>TE 3: Streets and Highways Plan and Standards. [GP/CP]</b></p> <p>Objective: To provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents, <del>and businesses,</del> <u>and coastal visitors while maintaining and improving safe, efficient roadways with the minimum footprint necessary to support the envisioned buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the Coastal Land Use Plan.</u></p>
<p><b>TE 3.1: Overall Street Plan. [GP/CP]</b></p> <p>Figure 7-2 shows the traffic circulation plan for Goleta. The map classifies the city’s street system by function and identifies major intersections <del>that either have or may require signalization in the future.</del> Future street improvements shall be <u>the minimum necessary to accommodate the existing and future traffic associated with the envisioned buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the Coastal Land Use Plan and</u> consistent with the functional classifications designated in Figure 7-2.</p>
<p><b>TE 3.2: Freeways. [GP/CP]</b></p> <p>US-101 and SR-217 are designated as freeways for their entire length in Goleta, as shown in Figure 7-2. The rights-of-way for these routes are controlled and managed by the California Department of Transportation (Caltrans). The following policies and standards shall apply to roads designated as freeways:</p> <p>a. <u>Definition/function.</u> A freeway is a four- or six-lane divided highway with full control of access by grade-separated interchanges at intersections. Freeways serve as the principal routes for the inter- and intrastate system of highways, carrying large volumes of high-speed traffic between regions, cities, major traffic generators, and points of interest. As the highest level of road facility, freeways are designed and managed to provide maximum service and safety for through traffic.</p> <p>b. <u>Design Standards.</u> The following standards shall apply:</p> <p>1) The number of travel lanes may vary from two to three in each direction.</p> <p>2) Auxiliary lanes may be provided to allow easy access from one interchange to the next without the need for local traffic to merge into through-travel lanes.</p> <p>3) Interchanges shall provide for grade separation with cross-routes; priority in signalization at the intersection of ramps with the cross-route should be given to flow of traffic on the freeway.</p> <p>c. <u>Additional Travel Lanes.</u> One additional travel lane in each direction from Fairview Avenue west to <del>the planned new interchange at Cathedral Oaks/Hollister Avenue</del> <u>Winchester Canyon Road</u> may be provided in the future to create six travel lanes along the entire length of US-101 within Goleta <u>east of Winchester Canyon Road.</u></p> <p>d. <u>Interchange Improvements.</u> Appropriate operational improvements may be provided at interchanges to assure maintenance of <u>Level of Service (LOS)</u> standards and safety.</p> <p>e. <u>Landscaping.</u> Freeway medians and rights-of-way shall be <del>appropriately</del> landscaped <u>with native, drought tolerant plants to the maximum extent feasible and shall consist of non-invasive plant species.</u> The City supports landscaping improvements that will upgrade the visual quality of the freeway corridors.</p> <p>f. <u>Viewsheds.</u> Improvements to the freeway system shall be provided in a way that will maintain <del>existing</del> views of the ocean and mountains to the greatest extent feasible.</p> <p>g. <u>Noise Buffers.</u> Where warranted, noise buffers may be <del>provided</del> <u>analyzed</u> along the US-101 right-of-way <u>where necessary</u> to mitigate noise impacts on adjacent residential uses. <u>Noise buffers shall be sited and designed to protect ESHA, native trees, coastal access, and, where feasible, views of the ocean and mountains from Highway 101 and from frontage streets. Noise buffers shall be designed to be compatible with the surrounding environment and, where feasible, landscaped to screen the buffer where visible from public viewing areas, as long as the landscaping will not further impact views of scenic resources from public viewing areas at maturity.</u></p> <p><u>h. US-101 and SR-217 development shall protect and improve existing pedestrian and bicycle access across each freeway to coastal areas and shall require the development of new pedestrian and bicycle accessways connecting the inland portion of the City with coastal access areas where feasible.</u></p> <p><u>i. US-101 and SR-217 development shall not remove any existing bikeways, pedestrian accessways, or coastal access parking and shall not preclude the construction of any proposed bikeways, pedestrian accessways, or coastal access parking without providing comparable or better replacement facilities.</u></p>
<p><b>TE 3.3: <u>Principal</u> <del>Major</del> Arterials. [GP/CP]</b></p> <p>Routes designated as <del>major</del> <u>principal</u> arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:</p> <p>a. <u>Definition/Function:</u> <del>Major</del> <u>Principal</u> arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.</p>



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<p>b. <u>Access to Abutting Properties</u>. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:</p> <ol style="list-style-type: none"><li>1) Driveways shall have <del>sufficient</del> widths <u>that</u> <del>to</del> minimize conflicts between through traffic and turning movements.</li><li>2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.</li><li>3) New development abutting major and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.</li><li>4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.</li></ol> <p>Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.</p> <p>c. <u>Design Standards</u>. The following standards shall apply:</p> <ol style="list-style-type: none"><li>1) A principal <del>or major</del> arterial may be a divided or an undivided multi-lane road, with or without center median.</li><li>2) The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.</li><li>3) Lane widths and intersection geometrics shall <del>be adequate to</del> accommodate transit vehicles and large trucks.</li><li>4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.</li><li>5) <del>Major</del> <u>Principal</u> arterials shall include facilities to accommodate pedestrians and bicycles.</li><li>6) At a minimum, <u>principal</u> <del>major</del> arterials shall include curbs, gutters, and sidewalks. <u>Principal</u> <del>Major</del> arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.</li><li>7) Parking may be provided <del>in appropriate segments</del> on either or both sides of the street.</li></ol>
<p><b>TE 3.4: Minor Arterials [GP/<u>CP</u>]</b></p> <p>Routes designated as <i>minor</i> arterials are shown in Figure 7-2. The following criteria and standards apply to these streets:</p> <p>a. <u>Definition/Function</u>: Minor arterials serve as a secondary type of arterial street carrying local through traffic within communities, frequently providing access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. A minor arterial may connect different neighborhood areas within the city.</p> <p>b. <u>Design Standards</u>: The following standards shall apply:</p> <ol style="list-style-type: none"><li>1) A minor arterial may be a divided or an undivided multi-lane street, with or without center median.</li><li>2) The number of through-travel lanes is usually one lane in each direction, although two lanes may be <del>provided</del> <u>analyzed</u> on particular segments, when warranted by traffic volumes.</li><li>3) Lane widths and intersection geometrics shall <del>be adequate to</del> accommodate transit vehicles and large trucks.</li><li>4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the minor arterial rather than the cross-route, except where the cross-route is a major arterial.</li><li>5) Minor arterials shall include facilities to accommodate pedestrians and bicycles.</li><li>6) At a minimum, minor arterials shall include curbs, gutters, and sidewalks. Minor arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.</li><li>7) Parking may be required <del>in appropriate segments</del> on either or both sides of the street.</li></ol>
<p><b>TE 3.5: Major Collectors. [GP/<u>CP</u>]</b></p> <p>Routes designated as <i>major collectors</i> are shown in Figure 7-2. The following criteria and standards apply to these streets:</p> <p>a. <u>Definition/Function</u>: Major collectors function to collect traffic from local streets and roads and to carry that traffic to principal or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collectors are designed to provide access to local streets within residential and commercial areas or to connect streets of higher classifications to <del>permit</del> <u>adequate</u> <u>facilitate</u> traffic circulation.</p>

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<p>b. <u>Design Standards</u>: The following standards shall apply:</p> <p>1) Collectors shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided streets.</p> <p>2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials.</p> <p>3) Intersections of collectors with cross-routes are provided at grade. Intersection controls shall give priority to traffic flow on the arterial rather than the collector.</p> <p>4) Collectors shall include facilities to accommodate pedestrians and bicycles.</p> <p>5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk.</p> <p>6) Parking may be required <del>in appropriate segments</del> on either or both sides of the street.</p>
<p><b>TE 3.6: Local Streets. [GP/CP]</b></p> <p>All streets not specifically designated in another category shall be classified as local streets as shown in Figure 7-2. The following criteria and standards apply to local streets:</p> <p>a. <u>Definition/Function</u>. A local street provides access to abutting individual properties and links such properties and their uses to a collector or arterial. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. <del>Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.</del></p> <p>b. <u>Design Standards</u>. The following standards shall apply:</p> <p>1) Local streets shall be designed in a manner consistent with the character of the adjacent neighborhood and uses and any physical and environmental constraints.</p> <p>2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes <del>should</del> <u>shall</u> be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan <u>provided that there are no adverse impacts to ESHAs or wetlands</u>.</p> <p>3) Local street standards should encourage residential access points to be located on the least traveled roadway wherever there is an option.</p> <p>4) Parking may be required in appropriate segments on either or both sides of the street.</p> <p>c. <u>Other</u>. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative <u>and impacts to public access are avoided</u>.</p> <p>d. <u>Traffic Calming</u>. The City shall emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through traffic may be discouraged by a variety of methods, such as installation of traffic calming devices, provided there is involvement and support from the immediate neighborhood.</p>
<p><b>TE 3.7: Guidelines for Geometric Cross Sections. [GP/CP]</b></p> <p>The following guidelines <del>shall</del> apply to determinations of appropriate cross sections for particular street segments, <u>but may be adjusted, to the minimum width necessary for safety in order to protect coastal and inland resources</u>:</p> <p>a. Travel lanes <del>should</del> have a typical width of 12 feet.</p> <p>b. Turn lanes have a typical width of 11 feet.</p> <p>c. The typical width for on-street parking is 8 feet.</p> <p>d. Center medians, where required, typically have widths of 14 feet.</p> <p>e. The typical width for a bike lane is 5 feet.</p> <p>f. The typical width for a sidewalk is 6 feet in residential areas, with a greater width in commercial areas.</p> <p>g. The typical width of a parkway or planting strip between curb and sidewalk is 6 feet.</p>
<p><b>TE 3.9: Right-of-Way Dedications and Improvements [GP/CP]</b></p> <p>Existing and future <u>public street</u> rights-of-way may vary <u>in width</u> along different segments of individual streets within a single functional classification, <del>based upon the existing patterns of development along the various segments</del>. The <del>appropriate</del> street cross section, frontage improvements, and right-of-way dedications shall be established <del>by the City Engineer when imposing conditions</del> <u>based on site-specific</u></p>

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<u>parameters, patterns of development, and presence</u> of <del>approval for development applications on abutting parcels.</del> <u>resources.</u> Dedications of right-of-way may be greater in locations where it is appropriate to secure space for utilities, street appurtenances, transit facilities, and landscaped areas.
<b><u>TE 3.10: Protection of Visual Resources</u></b> <u>Roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts, and blend in with the natural setting to the maximum extent feasible.</u>
<b><u>TE 3.1x: Infrastructure Adaptation [GP/CP]</u></b> <u>Transportation infrastructure and facilities shall be sited and designed in a manner that facilitates adaptation to potential long-term climate change impacts, including relocation where hazardous conditions become imminent such as risks from sea level rise.</u>
<b><u>TE 3.1x: Advance Planning for Transportation Infrastructure.</u></b> <u>Segments of transportation infrastructure that are vulnerable or that are expected to become vulnerable to coastal hazards, including those associated with sea level rise, shall be identified in time to plan, fund, and implement adaptation projects before significant impacts to coastal resources and public safety occur. The City shall work with Caltrans and other transportation asset owners and managers to conduct such advance planning in order to avoid the need for emergency shoreline protective devices, to protect coastal resources, and to provide enough time to complete comprehensive planning and implementation processes.</u>
<b><u>TE 3.13: Recreational Resources</u></b> <u>Roadway construction, maintenance, and repair shall be sited and designed to ensure that public access and other recreational resources are not adversely impacted.</u>
<b>TE 5: Planned Street and Road Improvements [GP/<del>CP</del>]</b> Objective: To identify and describe the major future improvements to the street and highway system that will be needed to accommodate the forecasted future traffic volumes, based upon the Land Use Plan, at acceptable levels of service.
<b>TE 5.1: General [GP/<del>CP</del>]</b> Proposed major street and highway improvements are shown in Figure 7-3 and Table 7-4. Major proposed improvements are deemed necessary to maintain the City’s LOS standards as set forth in this plan. Additional recommended improvements may be appropriate in the long term and are desirable to enhance Goleta’s circulation system, but are not necessary to maintain LOS standards. Specific improvements will be implemented as conditions require and funding is available. The design of specific improvement projects will be determined as each project is implemented.
<del><b>TE 5.2: Replacement of the Cathedral Oaks/Hollister Interchange [GP/CP]</b></del> <del>The major planned projects include replacement of the Cathedral Oaks/Hollister interchange with US 101 due to deterioration of the existing overpass structure caused by reactive aggregates in the original construction. The new interchange will be relocated slightly to the east to align directly with Cathedral Oaks Road and Hollister Avenue. The new overpass structure shall include provisions for bicycles and pedestrians.</del>
<del><b>TE 5.3: Ekwill-Fowler-South Kellogg Improvements [GP/CP]</b></del> <del>This planned major project includes construction of new segments of Ekwill Street and Fowler Street to connect these streets in a direct alignment with Fairview Avenue and with a southern extension of South Kellogg Avenue, which extends north to Hollister Avenue at its interchange with SR-217. The intent of this project is to more efficiently collect existing and future traffic from the southern portion of the Old Town area and from the Santa Barbara Airport, and to divert a portion of trips having origins or destinations in this area away from a congested segment of Hollister Avenue in Old Town between Fairview Avenue and SR-217. Related purposes of this project are to improve safety for bicyclists and pedestrians along Hollister Avenue in Old Town and to help facilitate revitalization efforts in the Goleta Old Town Redevelopment Project Area.</del>

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<p><b>TE 5.7: Connection of Phelps Road [GP/CP]</b></p> <p><del>This planned project will provide a connection between the present eastern terminus of Phelps Road and Los Carneros Road to the east, aligning with the intersection of Mesa Road and Los Carneros Road. The purpose of this project is to improve LOS on Hollister Avenue, Storke Road, Los Carneros Road, and El Colegio Road by enabling traffic between western Goleta and UCSB to utilize a direct alternative route to these roads. This project will also assist with reducing future congestion at the Storke Road/Hollister Avenue intersection.</del></p>
<p><b>TE 5.9: Street Frontage Improvements [GP/CP]</b></p> <p>These projects are intended to provide substantial operational improvements along South Fairview Avenue and the western segment of Hollister Avenue. The purposes include improvement of traffic flow, better facilities for bicyclists and pedestrians, and increased safety at intersections. A particular intent for the South Fairview Avenue improvement is to help accommodate future increases in auto travel associated with terminal expansion and growth in scheduled air carrier services at the Santa Barbara Municipal Airport.</p>
<p><b>TE 5.10: Major Intersection Improvements [GP/CP]</b></p> <p>Improvements may be made to key intersections identified in Figure 7-3 to increase capacity and improve LOS when warranted as a result of future increases in traffic. Such improvements may include installation of controls such as stop signs or traffic signals, changes in signal timing, addition of through-travel lanes and/or dedicated turn lanes (except where limited by TE 6.5), construction of islands and/or other improvements for pedestrians, and other improvements as determined to be appropriate. Maintaining pedestrian safety and compatibility of the scale of improvements with neighborhood character shall be primary considerations in determining the appropriate improvements at individual intersections.</p>
<p><b>TE 5.11: Additional Lanes on US-101 West of Fairview Avenue [GP/CP]</b></p> <p>This major project, identified as #11 in Figure 7-3, includes the addition of one travel lane in each direction on US-101 from Fairview Avenue west to the new interchange at Cathedral Oaks Road/Hollister Avenue. This improvement will reduce constraints created by high traffic volumes on US-101 and allow diversions of traffic from city streets to the freeway, thereby contributing to improved LOS on local streets.</p>
<p><b>TE 5.13: Storke Road Capacity Improvements-Whittier to Southern City Limits [GP/CP]</b></p> <p>This project, identified as #13 in Figure 7-3, includes the addition of up to one lane in each direction on Storke Road south of Whittier Drive to the southern city limit. This would be accomplished by widening the roadway and/or reconfiguring the existing travel lanes.</p>
<p><b>Policy TE 6: Street Design and Streetscape Character [GP/CP]</b></p> <p>Objectives: To ensure that the standards used for the design and development of new roadways and improvements to existing roadways reflect and support the character of adjacent development <u>and the buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the LCP</u>. To create streetscapes that will enhance neighborhood quality.</p>
<p><b>TE 6.2 Component Features Included in Street Standards. [GP/CP]</b></p> <p><del>The City Engineer will develop s</del>Specific geometric and other design standards for street infrastructure that will safely accommodate facilities and services <u>shall be based on site-specific parameters, patterns of development, and the presences of resources and may</u><del>that</del> include but are not limited to <u>the standards</u><del>those</del> listed below:</p> <ul style="list-style-type: none"><li>a. A number of travel lanes consistent with neighborhood character, the functional classification of the roadway, and forecasted traffic volumes.</li><li>b. Accommodation of emergency and service vehicles, including garbage collection and recycling services.</li><li>c. Sidewalks or other facilities for pedestrians.</li><li>d. Bicycle lanes or other appropriate facilities for bicycles, where shown on the Bikeways Plan Map.</li><li>e. On-street parking in appropriate locations.</li><li>f. Public transportation facilities such as bus turnouts and shelters.</li><li>g. Drainage improvements and other utilities.</li><li>h. Landscaping, landscaped medians, planting strips, and street trees.</li><li>i. Street lighting consistent with neighborhood character and safety considerations.</li></ul>

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j. Provisions for mail boxes. k. Informational and traffic control signs. The appropriate width of the rights-of-way for individual street segments will be based upon the existing conditions and constraints along each segment (see also TE 3.9).
<b>TE 6.3 Drainage. [GP/CP]</b> New transportation facilities <u>and improvements</u> <del>should</del> <u>shall</u> be <u>sited and</u> designed in a manner that <del>minimizes impacts on natural drainage patterns and</del> protects <u>ESHA, streams, drainage courses, and</u> water quality <del>while accommodating transportation needs</del> . <u>Where feasible, roadway projects should include drainage improvements to reduce erosion and polluted runoff.</u>
[Note: This subpolicy was amended by the City since the last Coastal Commission staff review.] <b>TE 6.4 Streetscape Amenities. [GP/CP]</b> Street design standards should incorporate appropriate pedestrian and neighborhood-enhancing elements in roadway design based on the density of development and the type of roadway. These elements may include wider sidewalks, separated sidewalks, planting strips, landscaped medians, benches, street trees, and pedestrian-oriented streetlights.
<b>TE 6.8 Street Lighting. [GP/CP]</b> Street lighting shall be provided in keeping with neighborhood character and consistent with the policies of the Conservation Element, based upon the following criteria: a. Enhancement of pedestrian and vehicular safety. b. Existing and projected traffic volumes. c. Location of school or transit stops. d. Proximity to higher-intensity land uses. e. Proximity to nearest intersection. f. Proximity to residences. g. Other relevant state, federal, local, or utility design requirements.
<b>TE 7: Public Transit (Bus Transportation). [GP/CP]</b> Objectives: To support the efforts by <u>Santa Barbara Metropolitan Transit District (MTD)</u> and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, <u>coastal visitors</u> , and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips <u>and vehicle miles traveled</u> on area roadways.
<b>TE 7.1: Transit Network. [GP/CP]</b> <del>The existing (2005) bus route network is shown in Figure 7-4, along with certain proposed future facility improvements.</del> The City supports efforts by MTD and other transit providers to develop and maintain convenient, efficient, and reliable bus transit services in the city and in the Goleta Valley area.
<b>TE 7.2: Linkage between Transit Services and Land Use. [GP/CP]</b> The City shall work with MTD and other transit providers to ensure that local transit routes within the city offer convenient, reliable, and efficient service to meet the needs of the following uses: a. Goleta Valley Cottage Hospital and nearby medical facilities. b. Schools, (especially high schools and middle schools), but also including day care and after-school programs. c. UCSB. d. Local public services, including City Hall and the Goleta Public Library. e. Retail commercial centers, including the Hollister Corridor and the Calle Real commercial areas. f. Employment centers along the central Hollister Corridor area. g. Existing and planned higher density residential areas near the Hollister Corridor.



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<p>h. Community, recreation, and cultural centers.</p> <p>i. Larger community parks, particularly those with sports fields, and open space areas.</p> <p>j. <u>Visitor-serving uses.</u></p>
<p><b>TE 7.12: Transit Amenities in New Development. [GP/CP]</b></p> <p><del>The City shall require new</del> <u>New</u> or substantially renovated development <del>to</del> <u>along bus routes shall</u> incorporate appropriate measures to facilitate <u>and enhance</u> transit use, such as integrating bus stop design <u>or improving existing transit facilities</u> with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. <del>Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.</del></p>
<p><b>TE 9: Parking. [GP/CP]</b></p> <p>Objectives: To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods. <u>To ensure that parking is managed and provided in new development sufficient to avoid negative impacts to public coastal access and all other recreational uses throughout the City.</u></p>
<p><b>TE 9.3: Parking in Residential Neighborhoods [GP/CP]</b></p> <p><del>Any proposed new or</del> <u>New development and</u> expanded use in residential areas shall provide <del>adequate onsite</del> <u>off-street</u> parking <del>to support</del> <u>spaces on</u> the <del>use. Adequate subject site adequate to serve the demand generated by the new development in order to: avoid displacement of public parking shall be provided to minimize</del> <u>spaces that are accommodating parking for public access and recreation; avoid</u> the need for <u>private</u> parking in public rights-of-way; <del>and to</del> avoid spillover of parking onto adjacent uses and into other areas. The existing supply of on-street parking spaces shall be preserved to the maximum extent feasible. <u>Removal of existing on-street parking spaces that serve coastal recreation users shall be consistent with TE 9.8.</u> Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.</p>
<p><b>TE 9.4: Parking within <del>Commercial and Industrial</del> <u>Nonresidential and Mixed Use</u> Areas</b></p> <p>The following standards shall apply to parking within nonresidential areas:</p> <p>a. <del>An adequate number and appropriate type</del> <u>New development and intensifications in use</u> of <u>nonresidential and mixed use developments shall provide</u> parking <del>spaces shall be provided</del> on site <del>for new development or changes of use in commercial, business park, and other industrial areas.</del> <u>sufficient to serve the parking demand generated by the approved use(s) to:</u></p> <p>1. <u>Avoid impacts to public parking available for coastal access and recreation;</u></p> <p>2. <u>Avoid the need for private parking in public rights-of-way; and</u></p> <p>3. <u>Avoid spillover of parking onto adjacent uses and into other areas.</u></p> <p>b. <del>Supplemental</del> <u>Businesses shall actively manage on-site parking facilities to ensure that on-street public parking providing public coastal access is not displaced. This may include supplemental</u> satellite parking facilities <del>are encouraged for large employers to prevent spillover parking into neighboring areas.</del></p> <p>c. In determining the adequacy of proposed parking for new or substantially modified development, the City may consider proximity to transit facilities and the provision <del>s</del> of a <del>TMP</del> <u>transportation management plan</u> where it is demonstrated that the plan's measures will sufficiently reduce the demand for onsite parking.</p> <p>d. <u>Electric charging stations shall be provided consistent with the California Green Building Standards Code.</u></p> <p><del>ed.</del> <u>Conditions of approval for large nonresidential or mixed use</u> projects may include a requirement to prepare a <del>TMP</del> <u>transportation management plan</u> that includes monitoring of parking lot utilization and measures that will be implemented <del>in</del> <u>if</u> the event that the supply of onsite parking spaces is inadequate.</p> <p><del>fe.</del> Provision of large amounts of excess parking is discouraged, except that surplus landscaped areas may be identified and reserved for future expansion of parking areas if warranted by future conditions.</p> <p><del>gf.</del> Compact parking spaces and 90-degree parking stalls are discouraged in parking lots serving high-turnover uses, such as (but not limited to) retail commercial centers.</p>

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<b>TE 9.7: Shared (Joint Use) Parking. [GP/CP]</b>	
The <del>City's new Zoning Code</del> City shall <del>include provisions to allow consideration and approval of proposals for</del> encourage shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours. The intent shall be to promote efficient use of parking areas and to reduce the amount of paved or impervious surfaces. <u>Shared parking shall be monitored and managed, where applicable, in order to avoid impacts to public coastal access and all other recreational uses throughout the City</u>	
<b><u>TE 9.8: Public Coastal Access Parking Mitigation. [GP/CP]</u></b>	
<u>Restrictions on or elimination of existing on-street public parking for coastal access shall not be permitted unless mitigation is provided or it is demonstrated that such restrictions or elimination will not adversely impact public coastal access. Mitigation shall consist of a comparable number of replacement parking spaces in the immediate vicinity, except where such parking is infeasible and alternatives are found to provide an equal benefit. Such alternatives include, but are not limited to, shuttle service to the immediate area and permanent dedicated coastal access parking nearby.</u>	
<b>Policy TE 10: Pedestrian Circulation [GP/CP]</b>	
Objective: To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.	
<b>TE 10.1: Pedestrian System Map [GP/CP]</b>	
Figure 7-5 depicts the various locations that are planned to serve as pedestrian pathways, including sidewalks within public street rights-of-way, trails, parks, open spaces, and beaches. The map identifies locations of proposed improvements to the pedestrian circulation system, particularly where there are missing links in the existing system as of 2005.	
<b>TE 10.4: Pedestrian Facilities in New Development. [GP/CP]</b>	
Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements <u>and shall not displace existing pedestrian paths unless a comparable replacement is provided</u> . These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.	
<b>Policy TE 11: Bikeways Plan [GP/CP]</b>	
Objective: To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and <del>within a</del> visually <u>compatible with the character of the surrounding areas</u> <del>attractive environment</del> .	
<b>TE 11.1: Bikeways Plan Map. [GP/CP]</b>	
Figure 7-6 identifies the locations of planned Class I, II, and III dedicated bike paths and local streets that are intended to serve as bike routes. The bikeways plan is intended to establish a safe, interconnected system of bikeways that is linked to walkways and trails to meet existing and anticipated mobility needs of residents for nonmotorized transportation. The plan includes links with existing and proposed bicycle routes in adjacent jurisdictions to interconnect with the regional system of facilities.	
<b>TE 11.3: Design Guidelines. [GP/CP]</b>	
The City shall formulate design guidelines that establish standards for construction and maintenance of bikeways. Bikeways should be <del>constructed on both sides of the street and</del> incorporated into roadway and bridge projects located along planned bicycle routes. Where space allows, Class I bicycle lanes shall be the development priority over Class II and III lanes. Existing bike lanes shall not be removed to add traffic lanes unless bike lanes of the same or higher classification will be replaced as part of the roadway improvements.	
<b>TE 11.4: Facilities in New Development. [GP/CP]</b>	
Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development <del>should</del> <u>shall</u>	

Attachment 3: Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Transportation Policy Revisions
provide onsite connections to existing and proposed bikeways.
<p><b>TE 15: Regional Transportation [GP/CP]</b></p> <p>Objective: Participate in developing regional transportation solutions to expand <u>multimodal</u> choices for local citizens, make the highway system more efficient <u>while minimizing vehicle miles traveled</u>, improve regional bus service, consider potential commuter rail service, and create an interconnected system of bicycle routes and trails.</p>
<p><b>TE 15.1: Intercity Travel. [GP/CP]</b></p> <p>The City shall coordinate with and participate in partnerships with Santa Barbara County, the City of Santa Barbara, Caltrans, MTD, SBCAG, UCSB, and other agencies to provide adequate facilities for commuter travel, including auto, bus, and rail systems, to serve intercity travel demand. Joint efforts may include transportation improvements outside Goleta that serve intercity travel, such as freeway improvements, park-and-ride lots, express commuter bus services, <u>commuter rail services</u>, and demand-management measures to reduce intercity vehicular travel.</p>
<p><b>TE 15.5: Regional Transportation Planning [GP/CP]</b></p> <p>The City of Goleta shall actively participate with other jurisdictions in Santa Barbara County and the south coast area in planning to improve local and regional transportation systems and choice, particularly where such partnerships will increase the likelihood of obtaining funding. These jurisdictions include Caltrans, SBCAG, MTD, UCSB, Cities of Santa Barbara and Carpinteria, the Santa Barbara County Congestion Management Agency, and others. These efforts may include:</p> <p>a. Improve<del>ments</del><u>d to</u> US-101, including <u>possible</u> extension of three lanes to <del>the Hollister Avenue/Cathedral Oaks interchange</del><u>Winchester Canyon Road</u>.</p> <p>b. Freeway interchange improvements.</p> <p>c. Improvements to regional arterial routes, particularly routes parallel to US-101 such as Hollister Avenue and Cathedral Oaks Road.</p> <p>d. Routes that provide access to UCSB and Santa Barbara Municipal Airport.</p> <p>e. Improved and expanded regional and local bus service for commuters.</p> <p>f. Creation of a Transportation Center in Goleta to improve connectivity of various modes and bus routes.</p> <p>g. Study potential for commuter rail on the UPRR tracks between Goleta and Ventura County.</p> <p><u>h. SR-217 adaptation to sea level rise and coastal hazards to avoid the need for emergency shoreline protection and to protect coastal resources, including public access.</u></p>
<p><b><u>TE 15.X Environmental Justice Planning.</u></b></p> <p><u>The City shall work with local stakeholders to identify vulnerable populations and environmental justice communities – including low-income communities, communities of color, California Native American Tribes, and other historically marginalized communities – that rely upon transportation infrastructure and/or live near existing highways or proposed sites for highway development. Meaningful engagement of such communities in the transportation and adaptation planning process shall be prioritized.</u></p>
<p><b><u>TE 15.X Environmental Justice Impacts.</u></b></p> <p><u>The City shall evaluate cumulative impacts to environmental justice communities from proposed highway plans and projects, including project alternatives, and evaluate whether adaptation proposals will result in inequitable distribution of benefits and burdens. The City shall choose a final project plan or design that incorporates measures to avoid or mitigate project burdens in environmental justice communities to the maximum extent feasible.</u></p>
<p><b><u>TE 15.X California Coastal Trail.</u></b></p> <p><u>Consideration shall be provided for the maximum connectivity and continued functionality and utility of the California Coastal Trail in transportation and adaptation projects. Planning for trail alignments should anticipate the effects of sea level rise to ensure continued public access and connectivity near the shoreline, including potential inland relocation over time. Opportunities for partnering with public agencies and other stakeholders shall be fully explored in the development of Coastal Trail plans.</u></p>



Attachment 3: Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Transportation Policy Revisions	
	<p><u>TE 15.X Emergency Evacuation Routes.</u></p> <p><u>Where transportation infrastructure functions as part of emergency evacuation routes, the City should coordinate with Caltrans to develop contingency plans and alternative routes to utilize when that infrastructure is inoperable due to coastal flooding and/or erosion, in coordination with relevant emergency response planners.</u></p>

## **ATTACHMENT 4**

Water Quality Policies with Coastal Commission Staff Proposed Revisions in Underline  
and Strikethrough

Attachment 4: Water Quality Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Water Quality Policy Revisions
<p><b>CE 10: Watershed Management and Water Quality [GP/CP]</b></p> <p>Objective: To <del>prevent the degradation of</del><u>protect and, where feasible, restore</u> the quality of groundwater basins, <u>the ocean</u>, and surface waters in and adjacent to Goleta.</p>
<p><b>CE 10.1: New Development and Water Quality [GP/CP]</b></p> <p>New development shall <del>not result in</del><u>be sited, designed, and managed to minimize</u> the <del>degradation</del><u>transport</u> of <del>pollutants in runoff from</del> the <del>water quality of groundwater basins or surface</del><u>development into groundwater basins, the ocean, or surface</u> waters; <del>surface waters include the ocean, lagoons, creeks, ponds, and wetlands</del>. Urban runoff pollutants shall not be discharged or deposited such that they <u>may potentially</u> adversely affect these resources.</p>
<p><b>CE 10.2: Siting and Design of New Development [GP/CP]</b></p> <p>New development shall be sited <del>and</del><u>, designed, and managed</u> to protect water quality and minimize impacts to coastal waters <del>by incorporating measures designed to ensure</del><u>consistent with</u> the following:</p> <p>a. <del>Protection of</del><u>Protect</u> areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss.</p> <p>b. <del>Limiting increases in</del><u>Minimize</u> areas covered by impervious surfaces. <u>Minimize the installation of impervious surfaces especially directly-connected impervious surfaces, and, where feasible, increase the area of permeable surfaces when redevelopment occurs, to reduce runoff.</u></p> <p>c. <del>Limiting</del><u>Minimize</u> the area where land disturbances occur, such as clearing of vegetation, <del>cut-and-fill, and</del><u>grading, and soil compaction</u>, to reduce erosion and sediment loss, <u>and maintain the soil's infiltration capacity.</u></p> <p>d. <del>Limiting</del><u>Minimize</u> disturbance of <u>hydrologic and natural</u> drainage features <del>and vegetation</del>. <u>Plan, site, and design development to protect and, where feasible, restore hydrologic and drainage features such as groundwater recharge areas, stream corridors, drainage swales, topographical depressions, floodplains, and wetlands.</u></p> <p>e. <u>In areas adjacent to an Environmentally Sensitive Habitat Area (ESHA), protect the ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry weather runoff flows.</u></p> <p>f. <u>Preserve or enhance native or drought-tolerant non-invasive vegetation to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.</u></p> <p>g. <u>Maintain or enhance on-site infiltration of runoff, where appropriate and feasible.</u></p> <p>h. <u>Address runoff management early in site design planning and analysis, integrating existing site characteristics that affect runoff (such as topography, drainage patterns, vegetation, soil conditions, natural hydrologic features, and infiltration conditions) in the design of strategies that minimize post-development changes in the runoff flow regime, control pollutant sources, and, where necessary, remove pollutants.</u></p> <p>i. <u>Use Low Impact Development (LID) strategies for siting and design, consistent with Policy CE 10.X [Incorporation of Low Impact Development Strategies].</u></p>
<p><b>CE 10.3: Incorporation of Best Management Practices for <u>Post-Construction</u> Stormwater Management [GP/CP]</b></p> <p>New development shall be designed to minimize <del>impacts to water quality from increased</del><u>post-construction changes in the site's</u> runoff <del>volumes</del><u>flow regime (i.e., volume, flow rate, timing, and duration)</u>, and <u>to minimize the</u> discharges of pollutants from nonpoint sources, to the maximum extent feasible, consistent with <del>the City's the current Phase II MS4 Storm Water Permit's conditions and requirements imposed by</del> <u>Storm Water Management Plan or a subsequent Storm Water Management Plan approved by the City and the Central Coast Regional Water Quality</u> <del>State Water Resources</del> Control Board. <u>Project design shall minimize runoff and impervious surfaces. If needed to mitigate the effects of development, p</u>Post-construction structural BMPs shall be designed to <del>treat</del><u>, infiltrate, retain, or filter</u> <del>treat</del> stormwater runoff <del>in accordance with applicable standards as required by law</del>. Examples of <u>post-construction structural</u> BMPs include, but are not limited to, the following:</p> <p>a. <del>Retention</del><u>Bioretention</u> <del>and detention</del> basins.</p> <p>b. Vegetated swales.</p> <p>c. Infiltration galleries or injection wells.</p> <p>d. <del>Use of p</del><u>Permeable pavement</u> <del>ing</del> systems.</p> <p>e. <del>Mechanical d</del><u>Devices</u> such as oil-water separators and <u>inlet</u> filters.</p> <p>f. Revegetation of graded or disturbed areas.</p> <p>g. <del>Other measures as identified in the City's adopted Storm Water Management Plan and other City approved regulations.</del></p>

Attachment 4: Water Quality Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Water Quality Policy Revisions
<p><b><u>CE 10.X: Incorporation of Best Management Practices for Construction-Phase Water Quality Pollution Prevention [GP/CP]</u></b></p> <p><u>Minimize water quality impacts during construction by minimizing the development footprint, phasing grading activities, using temporary soil stabilization BMPs on disturbed areas, implementing pollution prevention measures, and minimizing land disturbance activities (e.g. clearing, grading, cut-and-fill, and unnecessary soil compaction).</u></p>
<p><b><u>CE 10.X: Incorporation of Low Impact Development Strategies [GP/CP]</u></b></p> <p><u>Development shall incorporate Low Impact Development (LID) strategies for stormwater management, to the extent appropriate and feasible, to protect water quality for the life of the project. LID integrates preventive site design strategies with small-scale, distributed BMPs to replicate the site's pre-development hydrologic balance through infiltration, evapotranspiration, harvesting, detention, or retention of stormwater close to the source. LID strategies include, but are not limited to:</u></p> <p><u>a) Site, design, and manage development to protect and, where feasible, restore natural hydrological features that provide stormwater infiltration, treatment, storage, or conveyance.</u></p> <p><u>b) Site, design, and manage development to minimize the installation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops).</u></p> <p><u>c) Site, design, and manage development to maintain or enhance on-site infiltration of runoff, where appropriate and feasible, in order to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff, retain dry-weather runoff on-site, and minimize transport of pollutants.</u></p> <p><u>d) Site, design, and manage development to minimize directly-connected impervious areas, which are areas covered by a building, impermeable pavement, or other impervious surfaces that drain directly into the storm drain system or a waterbody without first flowing across permeable areas (such as vegetative landscaping or permeable pavement). New development shall be designed to convey runoff from impervious surfaces into permeable areas in a non-erosive manner.</u></p> <p><u>e) Where pavement is required, install a permeable pavement system (e.g., interlocking concrete pavers, porous asphalt, permeable concrete, or reinforced grass or gravel), where appropriate and feasible. Design permeable pavements so that runoff infiltrates into a subsurface recharge bed and the underlying soil, if feasible, to reduce runoff, enhance groundwater recharge, and filter out pollutants. Development shall provide for the ongoing maintenance or permeable pavement required to ensure permeability.</u></p> <p><u>f) Site, design, and manage development to preserve or enhance native or drought-tolerant non-invasive vegetation, in order to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.</u></p>
<p><b><u>CE 10.4: New Facilities [GP/CP]</u></b></p> <p>New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion, or creek or wetland siltation, and shall include BMPs to minimize impacts to water quality. BMPs shall include construction-phase erosion <u>and sediment control BMP, and post-development</u> polluted runoff control <del>plans, and soil stabilization techniques</del><u>BMPs</u>. Where space is available, dispersal of sheet flow from roads into vegetated areas, or other onsite infiltration practices, shall be incorporated into the project design.</p> <p><u>Construction of new stormwater outfalls shall be minimized to the extent feasible, and stormwater or dry weather runoff directed to existing outfalls with appropriate treatment and filtration, where feasible. Where new outfalls cannot be avoided, site, design, and manage outfalls to minimize adverse impacts to coastal and water resources from outfall discharges.</u></p>
<p><b><u>CE 10.X: Additional Requirements for Developments of Water Quality Concern [GP/CP]</u></b></p> <p><u>Certain categories of development have a greater potential for adverse impacts to water quality and hydrology due to the extent of impervious surface area, type of land use, and/or proximity to coastal waters. These categories of Developments of Water Quality Concern shall, at a minimum, be subject to the following additional requirements:</u></p> <p><u>a. Conduct a polluted runoff and hydrologic site characterization by a qualified licensed professional, early in the development planning and design stage, and document the expected effectiveness of the proposed BMPs.</u></p> <p><u>b. Size LID, Runoff Control, and Treatment Control BMPs to infiltrate, retain, or treat, at a minimum, the runoff volume generated by the 95<sup>th</sup> percentile 24-hour rainfall event for volume-based BMPs, or two times the 95<sup>th</sup> percentile 1-hour rainfall intensity for flow-based BMPs. The 95<sup>th</sup> percentile rainfall event shall be determined using local rainfall data.</u></p> <p><u>c. Use an LID approach that gives priority to preventive Site Design strategies to minimize post-development changes in the site's stormwater flow regime, supplemented by structural BMPs to retain on-site (by means of infiltration, evapotranspiration, or harvesting for later irrigation use), at a minimum, the runoff volume generated by the 95<sup>th</sup> percentile 24-hour rainfall event, to the extent appropriate and feasible.</u></p> <p><u>d. Conduct an alternatives analysis to demonstrate that there are no appropriate and feasible alternative project designs that would substantially improve runoff retention, if a proposed development will not retain on-site the runoff volume generated by the 95<sup>th</sup> percentile 24-hour rainfall event using an LID approach.</u></p>

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<p>e. <u>Use a Treatment Control BMP (or suite of BMPs) to remove pollutants of concern from any portion of the runoff volumes generated by the 95<sup>th</sup> percentile 24-hour rainfall event that will not be retained on-site, or if additional pollutant removal is necessary to protect coastal waters.</u></p> <p>f. <u>Use structural Runoff Control BMPs to minimize adverse post-development changes in the runoff flow regime for projects that will add more than 15,000 square feet of impervious surface area and for any portion of the runoff volume that will not be retained onsite by the 95<sup>th</sup> percentile 24-hour rainfall event.</u></p>
<p><b>CE 10.5: Beachfront and Blufftop Development [GP/CP]</b> <u>New</u> <del>D</del>development adjacent to the beach or blufftop shall incorporate BMPs designed to prevent or minimize runoff to the beach and ocean waters. <u>If on-site infiltration of runoff is shown to be infeasible for geologic or engineering reasons, alternative types of BMPs shall be evaluated. The developer may submit a proposal to substitute alternative BMPs that do not involve on-site infiltration, to minimize changes in the runoff flow regime to the extent appropriate and feasible. All BMPs will be evaluated by the City and any proposed alternatives shall be subject to additional review.</u></p>
<p><b>CE 10.X: Source Control Best Management Practices [GP/CP]</b> <u>Pollutant source control BMPs, which can be structural features or operational actions, shall be required in all new development to minimize the transport of pollutants in runoff from the development.</u></p>
<p><b>CE 10.6: <del>Stormwater</del> <u>Specific Runoff</u> Management Requirements for Certain Developments [GP/CP]</b> <u>In addition to all other required BMPs, t</u>The following requirements shall apply to specific types of <u>new</u> development <u>that have a potential for high pollutant loading</u>:</p> <p>a. Commercial and multiple-family development shall <u>use</u><del>incorporate</del> BMPs <del>to control</del> <u>designed to minimize the discharge of</u> polluted runoff from structures, parking, and loading areas <u>into the storm drain system and surface and coastal waters.</u></p> <p>b. Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, <del>and</del> <u>suspended solids, and other pollutants into</u> <del>to</del> the storm drain system <u>and surface and coastal waters.</u></p> <p>c. Gasoline stations, car washes, and automobile repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid, engine coolants <del>and</del> <u>gasoline, and other pollutants into</u> the storm<del>water</del> <u>drain</u> system <u>and surface and coastal waters.</u></p> <p>d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials.</p> <p>e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.</p> <p>f. <u>Any development that has a high pollutant loading, including commercial and industrial sites, shall require pre-treatment of runoff prior to infiltration.</u></p>
<p><b>CE 10.7: <del>Drainage and</del> <u>Construction-Phase and Post-Construction</u> Stormwater Management Plans [GP/CP]</b> <del>New development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Drainage Plans shall be designed to complement and use existing drainage patterns and systems, where feasible, conveying drainage from the site in a nonerosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. Applications Proposals</del> for new development shall include the following:</p> <p>a. A Construction-Phase Erosion Control and Stormwater Management Plan that specifies the BMPs that will be implemented to minimize erosion and sedimentation; provide adequate sanitary and waste disposal facilities; and prevent contamination of runoff by construction practices, materials, and chemicals.</p> <p>b. A Post-<del>Development</del><u>Construction-Phase</u> <u>Stormwater Control Plan</u><del>Drainage and Stormwater Management Plan</del> that specifies the BMPs—including site design methods, source controls, <del>and</del> <u>treatment controls, and runoff controls</u>—that will be implemented to minimize polluted runoff <u>and changes in runoff flows</u> from the development after construction is completed. This plan shall detail the operation, monitoring, and maintenance of BMPs <u>necessary to protect surface and coastal waters for the life of the development.</u></p>
<p><b>CE 10.8: <u>Operation and Maintenance of</u> <del>Stormwater Management Facilities</del> <u>BMPs</u> [GP/CP]</b> New development shall be required to provide ongoing <u>operation and</u> maintenance of BMPs <del>measures where maintenance is</del> <u>as</u> necessary <del>for their effective operation to protect surface and coastal waters for the life of the development.</del> The permittee and/or owner, including successors in interest, shall be responsible for all structural <u>and non-structural BMPs and devices</u> <del>treatment controls and devices</del> as follows:</p> <p>a. <u>Implement appropriate protocols to manage both structural and non-structural BMPs (including ongoing operation, maintenance, inspection, and staff training) in all development.</u></p> <p><del>a</del>b. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to <del>September</del> <u>October 1st</u><del>30th</del> of each year.</p> <p><del>b</del>c. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season.</p>

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<p><del>ed</del>. Public streets and parking lots shall be swept <del>as needed and financially feasible</del> to remove debris and <del>contaminated residue</del> pollutants in accordance with a set schedule.</p> <p><del>d.e.</del> <u>Private streets and parking lots shall be swept on a periodic basis.</u> The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.</p>
<p><b>CE 10.9: Landscaping to Control Erosion [GP/CP]</b></p> <p>Any landscaping that is required to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. <u>Permit applications will be reviewed to ensure that the discharge of dry-weather runoff to surface and coastal waters is minimized, to the maximum extent feasible. Dry-weather runoff is composed of discharges unrelated to precipitation, resulting from urban land uses such as landscape irrigation.</u></p>
<p><b><u>CE 10.X: Water-Efficient Landscape [GP/CP]</u></b></p> <p><u>New development shall be required to implement appropriate measures to ensure the design and management of a water-efficient landscape, to minimize runoff, and transport of sediment and pollutants to surface and coastal waters</u></p>
<p>Compare to CE 1.9(i) <u>and(j)</u></p> <p><b><u>CE X.x: Avoid Land Disturbance Activities During the Rainy Season [GP/CP]</u></b></p> <p><del>i.</del> Grading, earthmoving, and vegetation clearance <del>adjacent to an ESHA</del> shall be prohibited during the rainy season, generally from November 1 to <del>March 31</del><u>April 30</u>, except <del>whereas follows:</del></p> <p><del>(1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City;</del> <u>The City grants an extension for a specific length of time, based on an inspection of the project site, and a determination that conditions at the site are suitable for continued work with</u> implementation of <u>appropriate</u> erosion <u>and sediment</u> control measures <u>that will be maintained during the activity;</u> or</p> <p><del>(2) where necessary to protect or enhance the ESHA itself; 3) where</del> <u>The City allows for</u> necessary <del>to protect or enhance the ESHA itself; or 3) where necessary</del> land disturbance activities under <u>emergency conditions</u> to remediate hazardous flooding or geologic conditions that endanger public health and safety, <u>and BMPs to protect sensitive coastal and inland resources are implemented where feasible;</u></p> <p><del>j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.</del></p>
<p><b><u>Categories of Developments of Water Quality Concern:</u></b></p> <p><u>a. Residential development that creates and/or replaces five or more dwelling units.</u></p> <p><u>b. Hillside development on a slope greater than 15 percent on a site with erodible soils.</u></p> <p><u>c. 75 percent or more of the site's surface area will be impervious surfaces.</u></p> <p><u>d. Development that creates and/or replaces a cumulative site total of 10,000 square feet or more of impervious surface area.</u></p> <p><u>e. A parking lot, street, road, or highway facility that creates and/or replaces a cumulative site total of 5,000 square feet or more of impervious surface area.</u></p> <p><u>f. A vehicle service facility, including a retail gasoline outlet, commercial car wash, or vehicle repair facility.</u></p> <p><u>g. Commercial or industrial development with a potential for generating a high pollutant load that may potentially enter coastal waters or the storm drain system.</u></p> <p><u>h. Any project developed on land where the soil has been contaminated by a previous land use, and where the contaminated soil has the potential to be eroded or to release the contaminants into runoff.</u></p> <p><u>i. Developments that create and/or replace a cumulative site total of 2,500 square feet or more of impervious surface area, if the development is located within 100 feet of coastal waters (including the ocean, estuaries, wetlands, lagoons, and streams) or discharges directly to coastal waters (i.e., does not discharge to a public storm drain system).</u></p> <p><u>j. Any other development determined by the City to be a Development of Water Quality Concern.</u></p>

## **ATTACHMENT 5**

Staff Presentation



# Local Coastal Program Workshop 4

February 9, 2026

Presentation by:

Anne Wells, Planning Manager

Andy Newkirk, Supervising Planner

Molly Cunningham, Assistant Planner

Cam Audras, Assistant Planner

Rachel Hollander, RRM Design Group





# Workshop Agenda

- Staff Presentation
  - Workshop Topics
- Iterative Feedback from Planning Commission and Public
- Next Steps



# Project Recap



# Project Updates

- Previous Workshops
  - Workshop 1: December 8, 2025
  - Workshop 2: January 12, 2026
  - Workshop 3: January 26, 2026
- Website: [www.cityofgoleta.org/LCP](http://www.cityofgoleta.org/LCP)
- Project Email: [LCP@cityofgoleta.gov](mailto:LCP@cityofgoleta.gov)



# CCC Staff Review of General Plan

- Edits by topic:
  - Archaeology and Paleontology
  - Environmentally Sensitive Habitat Areas (ESHA)
  - Oil and Gas
  - Public Access
  - Safety (Coastal Hazards)
  - Visual Resources
  - Public Facilities (and Water Conservation)
  - Transportation
  - Water Quality



# Workshop Topics



# Public Facilities (and Water Conservation)

- Coastal Act Section 30254: “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 [the Coastal Act]... Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.”



# Public Facilities (and Water Conservation)

- Coastal Act Section 30222: “The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.”



# Public Facilities (and Water Conservation) Questions

- Question 1: Is there any feedback for City staff to consider moving forward regarding public facilities?





# Transportation

- Coastal Act Section 30252: New development should support public access by “(1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings...



# Complete Streets versus Vision Zero

- Current:
  - Vision Zero principles guiding transportation planning (not in General Plan)
- Proposed:
  - Complete Streets principles guiding transportation planning
    - Could impact Public Works paving projects



# Removal of Capital Projects

- Current:
  - Certain capital improvement projects included in the General Plan
- Proposed:
  - Removal of all capital improvement projects from CLUP
    - Could impact analysis in City's General Plan Environmental Impact Report and 65401 conformity determinations



# Public Coastal Access Parking

- Current:
  - Coastal access parking policies found in the General Plan Open Space Element (presented at Workshop 2)
- Proposed (in Transportation Element):
  - Require mitigation to restrict parking
  - New development must avoid displacement of public access parking



# Mandates Outside City Authority

- Current:
  - Policies to advocate for certain outcomes outside of the City's jurisdiction
- Proposed:
  - Mandates for projects outside of the City's jurisdiction/authority (e.g., Highway 101 projects)



# Transportation Questions

- Question 2: Do you support removal of capital projects from the CLUP when considering the issues this may create, including General Plan conformity determinations?
- Question 3: Do you support the Complete Streets subpolicy proposed by Coastal Commission staff or would you prefer to incorporate the City's existing adopted Vision Zero approach?



# Transportation Questions

- Question 4: Do you support more stringent requirements regarding restrictions on, or elimination of, existing on-street public parking for coastal access/recreation?
- Question 5: Are you comfortable including mandates for City involvement in projects which the City does not have direct authority over?
- Question 6: Is there other feedback for City staff to consider moving forward regarding transportation?





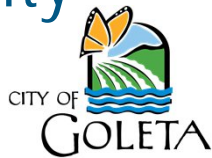
# Water Quality

- Coastal Act Section 30231: “The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”



# Water Quality

- Coastal Act Section 30412(b): “The State Water Resources Control Board and the California regional water quality control boards are the state agencies with primary responsibility for the coordination and control of water quality...The commission shall assure that proposed development and local coastal programs shall not frustrate this section. The commission shall not, except as provided in subdivision (c), modify, adopt conditions, or take any action in conflict with any determination by the State Water Resources Control Board or any California regional water quality control board in matters relating to water quality...”



# Limitations on Construction Activities

- Current:
  - Erosion control measures required during rainy season (Nov 1 – March 31)
- Proposed:
  - No new grading, earthmoving, or vegetation clearance during rainy season (Nov 1 – April 30)



# Stormwater Requirements

- Current:
  - Compliance with Central Coast Regional Water Quality Control Board (RWQCB) requirements
- Proposed:
  - Onerous, duplicative requirements that are not needed to comply with RWQCB requirements
  - Expanded applicability for heightened requirements



# Water Quality Questions

- Question 7: Should the City effectively prohibit new construction activities (grading, earth-moving, and vegetation removal) during the winter half of each year?
- Question 8: Are you comfortable removing a duplicative separate, more stringent stormwater management requirement scheme, that differs from the requirements overseen by the Central Coast Regional Water Quality Control Board with the understanding that such a separate program would debilitate City road maintenance efforts, create significant extra staff obligations, add ambiguity, and disincentive housing?
- Question 9: Is there other feedback for City staff to consider moving forward regarding the marine environment/water quality?



# Additional Feedback Question

- Question 10: Do you have any additional questions or comments for City staff regarding Coastal Commission staff proposed edits to City policy?



# Next Steps

- Following feedback from Planning Commission and public, City staff to address next steps with Coastal Commission staff
- Public Draft LCP Release followed by Planning Commission and City Council hearings for adoption
- Submittal to Coastal Commission for certification

