



TO: Planning Commission Chair and Members

FROM: Anne Wells, Advance Planning Manager
J. Ritterbeck, Senior Planner

SUBJECT: Public Hearing to Consider Case No. 17-021-GPA for General Plan Amendment to Transportation Element Figure 7-2: Functional Street Classification and Key Intersections Map and Related Transportation Element Policies

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 18-__ entitled, "A Resolution of the Planning Commission of the City of Goleta, California, Recommending to the City Council approval of a General Plan Amendment to amend the City's Transportation Element, Figure 7-2: Functional Street Classification and Key Intersections Map and to amend related Transportation Element policies in Policy TE 3: Streets and Highways Plan and Standards and to Determine that the General Plan Amendment is Exempt from CEQA, Pursuant to CEQA Section 15061(b)(3)," (Attachment 4).

Please refer back to staff for appropriate modifications, if the Commission takes other than the recommended action.

BACKGROUND

The City of Goleta adopted the Goleta General Plan/Coastal Land Use Plan (General Plan) on October 2, 2006. The General Plan contains the following seven state-required elements and two optional elements as follows: Land Use Element, Open Space Element, Conservation Element, Safety Element, Visual and Historic Resources Element, Transportation Element, Public Facilities Element, Noise Element, and Housing Element. The Transportation Element includes Figure 7-2: Functional Street Classification and Key Intersections (Figure 7-2). Figure 7-2 includes a street classification for each roadway in the City. Street classifications and standards are described in General Plan Transportation Element Policy TE 3: Streets and Highways Plan and Standards (Policy TE 3). Since its adoption, the General Plan has been amended on seventeen occasions. The most recent amendment occurred on October 17, 2017 for a land use designation map change for the Old Town Park site.

The General Plan amendment process is governed by Article 6 of State Planning and Zoning Law (California Government Code §§ 65350 et. seq.). Pursuant to state law, General Plan amendments require the Planning Commission's consideration and recommendation. However, the final decision is a legislative action reserved for the City Council.

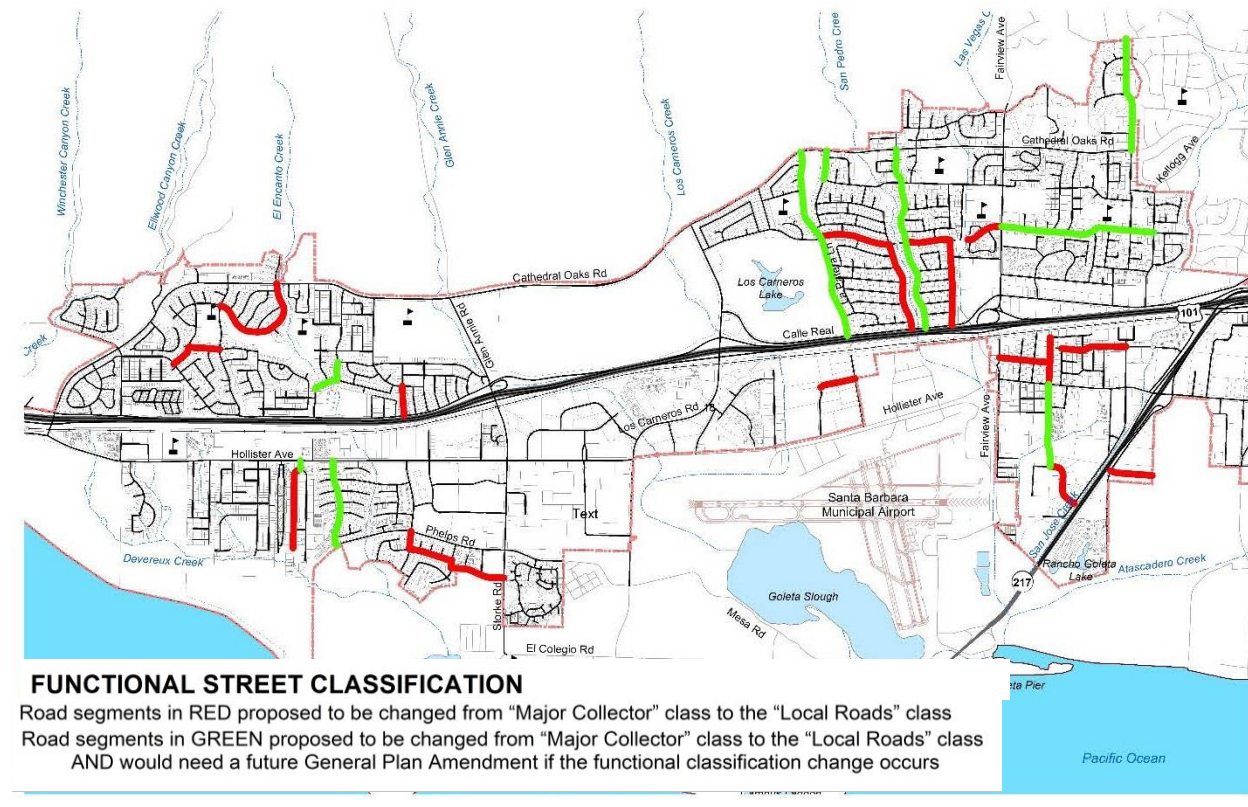
GPA Initiation and Caltrans Coordination

Functional street classifications carry with them expectations about street design, including speed, capacity and relationship to existing and future land use development. As noted above, Figure 7-2 includes a functional street classification for each street in the City. Definitions and standards for the street classifications are included in Transportation Element Policy TE 3 Streets and Highways Plan and Standards. The four classes included on Figure 7-2 are Local Streets, Major Collectors, Minor Arterials, and Major Arterials and reflect street conditions as of November 2009. These four classes are each described in a subpolicy of Policy TE 3 (TE 3.3 - 3.6). A fifth class, Freeways, is also described in a subpolicy of TE 3 (TE 3.2).

Caltrans maintains the California Road System (CRS) maps, which identify functional classification of all designated roadway segments within the State of California. These classifications are recorded with the Federal Highway Administration (FHWA) and are used to qualify streets for state and federal grant funds for roadway improvements. Some time prior to Goleta's incorporation, the County of Santa Barbara changed the classification of a number of local streets to major collectors or minor arterials under the [then named] Federal Aid Urban (FAU) designation. FAU/CRS streets are eligible for aid from the FHWA in the event of a disaster, while local streets are not. The FAU/CRS designation also made these streets eligible to receive federal funds for paving. Although FHWA funds are not available for local streets, FEMA funds are available. Additionally, the FAU/CRS designation eliminates the ability for the City to enforce the *prima facie* 25 mph speed limit and makes these streets subject to prevailing speed law.

Local agencies, including the City of Goleta, are responsible for requesting changes to the CRS map to keep the classifications current with existing conditions. After the City Council adopted Resolution 17-44, which initiated a GPA to update the functional street classification map, City staff sent the requested changes listed in Attachment 1 to Caltrans. Those requested changes are also highlighted in Figure 1 of this report.

Figure 1



The requested changes to the classification of streets within the City shown in Attachment 1 have already been made by the State (see Attachment 2). The new classifications better reflect the true function of these streets and allow the City to post and enforce the appropriate speed limits and help ensure public safety. However, these new classifications make Figure 7-2 incorrect and require an update via amendment. Additionally, Resolution 17-44 also initiated an update to General Plan Policy TE 3, which allowed staff to review the City's street system classifications to ensure that the City's street standards best align with state and federal standards (see Attachment 3).

DISCUSSION

While this GPA would not have a material effect on the community or the General Plan, the changes to Figure 7-2 and to some of the language within four General Plan policies within TE 3 (TE 3.3 - TE 3.6) would update the General Plan street system classifications to reflect current conditions and standards. The improvements would amend the General Plan to reflect current circumstances and standards and would not facilitate development or other physical changes to the community in the future. General Plan consistency with the CRS maps provides a public benefit to the community by ensuring internal consistency of City documents and ensuring that accurate information on City streets is provided to the public. Since the CRS map has been changed the City currently can enforce "local" streets under the prima facie 25 mph speed limit. The GPA will improve overall safety by clarifying in the General Plan the City's ability to post and

enforce the *prima facie* speed limit on those streets that meet the State requirements for designation as “local.”

CEQA EXEMPTION

This GPA is exempt from California Environmental Quality Act (CEQA) requirements per Section 15061(b)(3) Review for Exemption of the CEQA Guidelines. Section 15061(b) states, “A project is exempt from CEQA if: (3) the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”

The reclassification of thirty-one “Major Collector” to “Local” streets will have no physical changes and will result in no expansion of use. The minor revisions to the Transportation Element text provide clarification to definitions and standards of four transportation-related policies in the General Plan. Consequently, the GPA does not represent an activity that has a significant effect on the environment. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. Therefore, the GPA can be found to be categorically exempt from CEQA.

NEXT STEPS

After review of the recommended amendments to the General Plan, as provided in Attachment 3, the Planning Commission is asked to adopt the attached Resolution, included as Attachment 4, officially recommending adoption of the General Plan Amendment by the City Council.

ALTERNATIVES

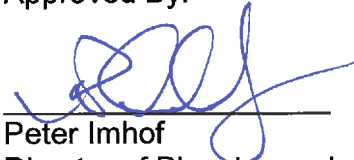
The proposed General Plan amendment consists of “clean-up” items initiated by the City Council that would bring the City’s General Plan into conformance with current circumstances and standards of the existing operation and use of streets throughout the City, as well as better align the definitions and standards with those of the Caltrans and the FHWA. However, alternatively, the Planning Commission could decline to recommend the changes, which would preserve the inconsistency between the City’s Functional Street Classifications and the CRS map.

Legal Review By:



Winnie Cai
Assistant City Attorney

Approved By:



Peter Imhof
Director of Planning and
Environmental Review

ATTACHMENTS

1. Functional Classification Change List
2. Approved Federal Highway Administration CRS Map
3. Proposed General Plan Text Amendment: TE 3.3 – TE 3.6 (w/ changes shown in strike-through/underline text)
4. Draft Planning Commission Resolution 18-__: “A Resolution of the Planning Commission of the City of Goleta, California, Recommending to the City Council approval of a General Plan Amendment to amend the City’s Transportation Element, Figure 7-2: Functional Street Classification and Key Intersections Map and to amend related Transportation Element policies in Policy TE 3: Streets and Highways Plan and Standards and to Determine that the General Plan Amendment is Exempt from CEQA, Pursuant to CEQA Section 15061(b)(3)”

ATTACHMENT 1

Functional Classification Change List

CRS Map	District	County	Jurisdiction	Change/ Add/ New/ Delete	Name	From	To	(From) Class	(To) Class	Length	Number of Through Lanes	AADT	Received from District	Approved by FHWA
10U22	5	SB	Goleta	Change	Armitos Av	Tecolote Av	Kellogg Av	5	7	0.320	2	1,135	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Armstrong Rd	Pacific Oaks Rd	Mills Wy	5	7	0.191	2	2,260	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Berkeley Rd	Fairview Av	Kellogg Av	5	7	0.690	2	2,940	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Berkeley Rd	Terminus	Fairview Av	5	7	0.178	2	2,940	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Calaveras Av	Calle Real	Alameda Av	5	7	0.128	2	1,120	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Cambridge Dr	Cathedral Oaks Rd	Patterson Av	5	7	0.490	2	948	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Camino Laguna Vista	Covington Wy	Cathedral Oaks Rd	5	7	0.189	2	470	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Cannon Green Dr	Phelps Rd	Hollister Av	5	7	0.370	2	1,040	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Carlo Dr	Calle Real	Cathedral Oaks Rd	5	7	0.840	2	1,870	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Covington Wy	La Patera Ln	Valdez Av	5	7	0.310	2	3,200	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Covington Wy	Carlo Dr	Vega Dr	5	7	0.198	2	3,350	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Ekwill St	Ward Dr	Terminus	5	7	0.188	2	660	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Entrance Dr	Ellwood Beach Dr/Mathilda	Hollister Av	5	7	0.027	2	6,229	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Evergreen Dr	Brandon Dr	Cathedral Oaks Rd	5	7	0.500	2	3,200	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	La Patera Ln	Calle Real	Cathedral Oaks Rd	5	7	0.870	2	2,355	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Lindmar Dr	Robin Hill Rd	La Patera Ln	5	7	0.159	2	2,260	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Mandarin Dr	S Fairview Av	Nectarine Av	5	7	0.223	2	2,140	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Mathilda Dr	Terminus	Ellwood Beach Dr/Entrance Rd.	5	7	0.290	2	2,940	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Mills Wy	Armstrong Rd	Wittier Dr	5	7	0.031	2	6,420	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Nectarine Av	Hollister Av	Alondra Dr	5	7	0.210	2	2,140	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Pacific Oaks Rd	Armstrong Rd	Phelps Rd	5	7	0.076	2	5,220	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Padova Dr	Salisbury Dr	Brandon Dr	5	7	0.132	2	480	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Pine Av	Thornwood Dr	Hollister Av	5	7	0.370	2	5,189	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Placer Dr	Tuolumne Rd	Del Norte Dr	5	7	0.074	2	2,045	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Salisbury Dr	Calle Real	Padova Dr	5	7	0.101	2	1,630	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Thornwood Dr	Kellogg Av	Pine Av	5	7	0.237	2	6,970	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Toulumne Rd	Ellwood Station Dr	Placer Dr	5	7	0.100	2	2,070	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Valdez Av	Calle Real	Covington Wy	5	7	0.390	2	6,030	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Vega Dr	Calle Real	Covington Wy	5	7	0.350	2	1,870	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Whittier Dr	Mills Wy	Storke Rd	5	7	0.240	2	2,260	10/25/17	10/26/17
10U22	5	SB	Goleta	Change	Windsor Av	Stow Canyon Rd	Cathedral Oaks Rd	5	7	0.138	2	1,630	10/25/17	10/26/17

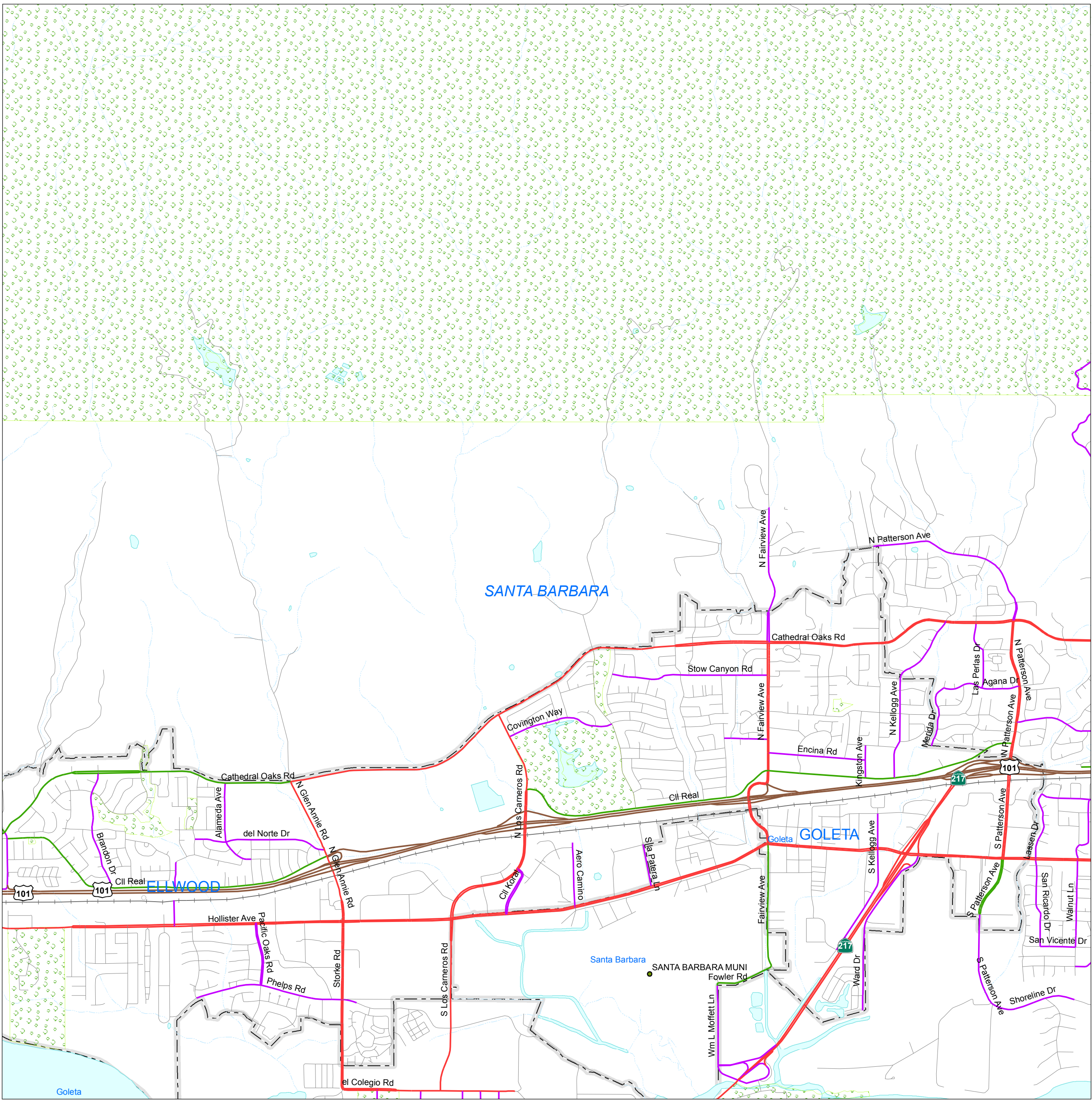
ATTACHMENT 2

Approved Federal Highway Administration CRS Map

SEE MAP 10U

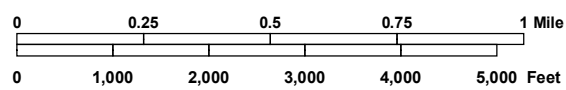
SEE MAP 10U21

SEE MAP 10U23



SEE MAP 10U32

APPROVED Date: 02/06/2018
FEDERAL HIGHWAY ADMINISTRATION
Wesley Rutland-Ross
FOR: VINCENT P. MAMMANO
DIVISION ADMINISTRATOR



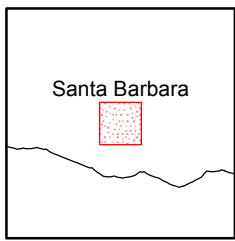
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
In Cooperation With The
FEDERAL HIGHWAY ADMINISTRATION
AND LOCAL AGENCIES



COUNTY BOUNDARY
CITY BOUNDARY
RAILROAD

SIGN ROUTES
INTERSTATE
U.S.
STATE

FUNCTIONAL CLASSIFICATION SYSTEM	
INTERSTATE	1
OTHER FWY OR EXPWY	2
OTHER PRINCIPAL ARTERIAL	3
MINOR ARTERIAL	4
MAJOR COLLECTOR	5
MINOR COLLECTOR	6
LOCAL	7



MAP 10U22

ATTACHMENT 3

Proposed General Plan Text Amendment: TE 3.3 – TE 3.6 (w/ Tracked Changes)

TE 3.3

~~Major-Principal~~ Arterials. [GP/CP]
~~Roads-Routes~~ designated as ~~major~~
~~principal~~ arterials are shown in Figure 7-
 2. The following criteria and standards
 shall apply to ~~roads-these~~
~~streets-designated-as major-arterials~~:



- a. Definition/Function: ~~Principal~~~~Major~~ 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 Principal Major Arterial—Los Carneros Overpass centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a ~~principal major~~ arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.
- b. Access to Abutting Properties. 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:
 - 1) Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
 - 2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.
 - 3) New development abutting ~~principal major~~ and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
 - 4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.

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.

- c. Design Standards. The following standards shall apply:
 - 1) A principal ~~or major~~ arterial may be a divided or an undivided multi-lane ~~road~~street, with or without center median.
 - 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.
 - 3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.
 - 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.

- 5) ~~Principal Major~~ arterials shall include facilities to accommodate pedestrians and bicycles.
- 6) At a minimum, ~~principal major~~ arterials shall include curbs, gutters, and sidewalks. ~~Major-Principal~~ arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.
- 7) Parking may be provided in appropriate segments on either or both sides of the street.

TE 3.4 Minor Arterials. [GP] Routes designated as minor arterials are shown in Figure 7-2. The following criteria and standards apply to these ~~roadsstreets~~:

- a. Definition/Function: Minor arterials serve as a secondary type of arterial ~~facility-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.
- b. Design Standards: The following standards shall apply:
 - 1) A minor arterial may be a divided or an undivided multi-lane ~~roadstreet~~, with or without center median.
 - 2) The number of through-travel lanes is usually one lane in each direction, although two lanes may be provided on particular segments, when warranted by traffic volumes.
 - 3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.
 - 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.
 - 5) Minor arterials shall include facilities to accommodate pedestrians and bicycles.
 - 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.
 - 7) Parking may be required in appropriate segments on either or both sides of the street.

TE 3.5 ~~Major Collector~~s Streets and Roads. [GP/CP] Routes designated as ~~major collector~~s ~~streets~~ are shown in Figure 7-2. The following criteria and standards apply to these ~~roadsstreets~~:

- a. Definition/Function: ~~Major C~~ollector~~s streets and roads~~s function to collect traffic from local streets ~~and roads~~ and to carry that traffic to ~~major-principal~~ or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collector~~s roads~~s are designed to provide access to local streets within residential and commercial areas or to connect streets of higher classifications to permit adequate traffic circulation.
- b. Collector Road Design Standards: The following standards shall apply:
 - 1) Collector~~s streets~~s shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided ~~roadsstreets~~.
 - 2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials.

- 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.
- 4) Collectors ~~s-streets and roads~~ shall include facilities to accommodate pedestrians and bicycles.
- 5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk.
- 6) Parking may be required in appropriate segments on either or both sides of the street.

TE 3.6 Local Streets ~~and Roads~~.

[GP/CP] All ~~roads-streets~~ not specifically designated in another category shall be classified as local streets ~~and rural roads~~ as shown in Figure 7-2. The following criteria and standards apply to local streets: ~~and roads~~:



Local Street

- a. Definition/Function. A local street provides access to abutting individual properties and links such properties and their uses to a collector ~~street~~ 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. Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.
- b. Design Standards. The following standards shall apply:
 - 1) Local streets ~~and roads~~ shall be designed in a manner consistent with the character of the adjacent neighborhood and uses and any physical and environmental constraints.
 - 2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes should be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan.
 - 3) City-Local street standards should encourage residential access points to be located on the least traveled ~~roadway-street~~ wherever there is an option.
 - 4) Parking may be required in appropriate segments on either or both sides of the street.
- c. Other. New multi-family residential and commercial development should not have primary access on local ~~streets~~, except where there is no feasible alternative.
- d. Traffic Calming. 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 or setting lower speed limits, provided there is involvement and support from the immediate neighborhood.

ATTACHMENT 4

Draft Resolution No. 18-__ of the Planning Commission
“A Resolution of the Planning Commission of the City of Goleta, California recommending to the City Council Approval of a General Plan Amendment to amend the City’s Transportation Element, Figure 7-2: Functional Street Classification and Key Intersections Map and to amend related Transportation Element policies in Policy TE 3: Streets and Highways Plan and Standards and to Determine that the General Plan Amendment is Exempt from CEQA, Pursuant to CEQA Section 15061(b)(3)”

RESOLUTION NO. 18-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT TO AMEND THE CITY'S TRANSPORTATION ELEMENT, FIGURE 7-2: FUNCTIONAL STREET CLASSIFICATION AND KEY INTERSECTIONS SYSTEM MAP AND TO AMEND RELATED TRANSPORTATION ELEMENT POLICIES IN POLICY TE 3: STREETS AND HIGHWAYS PLAN AND STANDARDS AND TO DETERMINE THAT THE GENERAL PLAN AMENDMENT IS EXEMPT FROM CEQA, PURSUANT TO CEQA SECTION 15061(B)(3)

WHEREAS, the Goleta General Plan / Coastal Land Use Plan ("General Plan") is the City's official policy that guides land use and physical development of the geographic area of the incorporated City limits; and

WHEREAS, California Government Code, Section 65350 et. seq., authorizes cities and counties to prepare, adopt and amend General Plans and their elements; and

WHEREAS, California Government Code, Section 65358 (a) reads, "If it deems it to be in the public interest, the legislative body may amend all or part of an adopted General Plan. An amendment to the General Plan shall be initiated in the manner specified by the legislative body. Notwithstanding Section 66016, a legislative body that permits persons to request an amendment of the General Plan may require that an amount equal to the estimated cost of preparing the amendment be deposited with the planning agency prior to the preparation of the amendment."; and

WHEREAS, City Council Resolution No. 12-13 establishes a procedure for the initiation of processing of requests for a General Plan Amendment; and

WHEREAS, City Council Resolution No. 12-13 requires the City Council to consider certain factors for the initiation of General Plan amendments including consistency with the Guiding Principles and Goals of the General Plan, consistency with the surrounding community or General Plan, possible public benefits, availability of or the future study of the availability of public services, or rules or regulations that may drive the need to amend the General Plan; and

WHEREAS, on October 3, 2017, the City Council adopted Resolution 17-44 initiating a General Plan Amendment to Transportation Element Figure 7-2: Functional Street Classification and Key Intersections Map and Related Transportation Element Policy TE 3: Streets and Highways Plan and Standards; and

WHEREAS, the amendments to the General Plan Transportation Element are to update the City's California Road System (CRS) street function classifications, which are maintained by Caltrans and recorded by the Federal Highway Administration (FHWA); and

WHEREAS, on October 9, 2017, City Staff submitted a complete application to Caltrans requesting the reclassification of 31 "Major Collectors" to "Local" streets; and

WHEREAS, on October 25, 2017, the FHWA received the Caltrans concurrence letter recommending approval of the 31 requested reclassifications; and

WHEREAS, on October 26, 2017, the FHWA approved the City's requested reclassifications and on February 6, 2018, updated the street classifications Map No. 10u22 in the California Road System (CRS) to reflect the local street reclassifications and posted them on the Caltrans website; and

WHEREAS, the General Plan Amendment can be found exempt from California Environmental Quality Act (CEQA) requirements per Section 15061(b)(3), Review for Exemption of the CEQA Guidelines, and the Section 15061(b)(3) exemption applies where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on December 10, 2018, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered the entire administrative record, including staff reports, the General Plan, and oral and written testimony from interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA, AS FOLLOWS:

SECTION 1. RECITALS

The Planning Commission hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. APPROVAL OF GENERAL PLAN AMENDMENT

The Planning Commission has considered all required factors outlined in City Council Resolution No. 12-13 and has determined the following:

- (a) The amendment is consistent with the nine Guiding Principles and Goals of the General Plan as the proposed amendment conforms to Transportation Element Guiding Principles. Specifically, Goal #1 states that the City "[p]lan and provide transportation facilities and services in a manner that reinforces, rather than detracts from, the character of the community and its quality of life" and Goal #5, which states that the City will "[c]reate a convenient, safe, and well-maintained street network"; and
- (b) The amendment will have no material effect on the community or the General Plan because the amendment to Figure 7-2 is merely to reflect current circumstances rather than facilitate some change to the community in the future and the revisions to the

definitions and standards will ensure that the City's street standards better align with state and federal standards; and

- (c) The amendment provides additional public benefit to the community as compared to the existing situation by ensuring internal consistency of City documents and ensuring that accurate information on City streets is provided to the public. The GPA will improve overall safety by clarifying in the General Plan allowing the City's ability to post and enforce the prima facie speed limit on those streets that meet the State requirements for designation as "local"; and
- (d) The amendment does not impact public services as the amendment only serves to update the classifications of existing roadways; and
- (e) The amendment proposed is not required under other rules or regulations.

SECTION 3. COMPLIANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65358

The Planning Commission hereby recommends that the City Council deem that the amendments to the General Plan Transportation Element are in the public interest.

SECTION 4. RECOMMENDATION

The Planning Commission hereby recommends that the City Council adopt the amendments to the General Plan Transportation Element, included as Exhibit 1 (Policy TE 3 text amendments) and Exhibit 2 (Figure 7.2 amendment).

SECTION 5. DOCUMENTS

The documents and other materials that constitute the record of proceedings upon which this decision is based, are in the custody of the City Clerk of the City of Goleta, located as 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 6. CERTIFICATION

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of December, 2018.

PLANNING COMMISSION CHAIR

ATTEST:

APPROVED AS TO FORM:

DEBORAH S. LOPEZ
CITY CLERK

WINNIE CAI
ASSISTANT CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Resolution No. 18-__ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the 10th day of December, 2018 by the following vote of the Commission:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

EXHIBIT 1

General Plan Text Amendment: TE 3.3 – TE 3.6

TE 3.3 Principal Arterials. [GP/CP] Routes designated as principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:



Principal Arterial—Los Carneros Overpass

- a. Definition/Function: Principal 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.
- b. Access to Abutting Properties: 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:
- 1) Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
 - 2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.
 - 3) New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
 - 4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.

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.

- c. Design Standards: The following standards shall apply:
- 1) A principal arterial may be a divided or an undivided multi-lane street, with or without center median.
 - 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.
 - 3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.
 - 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.
 - 5) Principal arterials shall include facilities to accommodate pedestrians and bicycles.

- 6) At a minimum, principal arterials shall include curbs, gutters, and sidewalks. Principal arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.
- 7) Parking may be provided in appropriate segments on either or both sides of the street.

TE 3.4 Minor Arterials. [GP] Routes designated as minor arterials are shown in Figure 7-2. The following criteria and standards apply to these streets:

- a. Definition/Function: 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.
- b. Design Standards: The following standards shall apply:
 - 1) A minor arterial may be a divided or an undivided multi-lane street, with or without center median.
 - 2) The number of through-travel lanes is usually one lane in each direction, although two lanes may be provided on particular segments, when warranted by traffic volumes.
 - 3) Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.
 - 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.
 - 5) Minor arterials shall include facilities to accommodate pedestrians and bicycles.
 - 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.
 - 7) Parking may be required in appropriate segments on either or both sides of the street.

TE 3.5 Major Collectors. [GP/CP] Routes designated as major collectors are shown in Figure 7-2. The following criteria and standards apply to these streets:

- a. Definition/Function: Major collectors function to collect traffic from local streets 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 permit adequate traffic circulation.
- b. Design Standards: The following standards shall apply:
 - 1) Collectors shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided streets.
 - 2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials.
 - 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.
 - 4) Collectors shall include facilities to accommodate pedestrians and bicycles.

- 5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk.
- 6) Parking may be required in appropriate segments on either or both sides of the street.

TE 3.6

Local Streets. [GP/CP] 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:

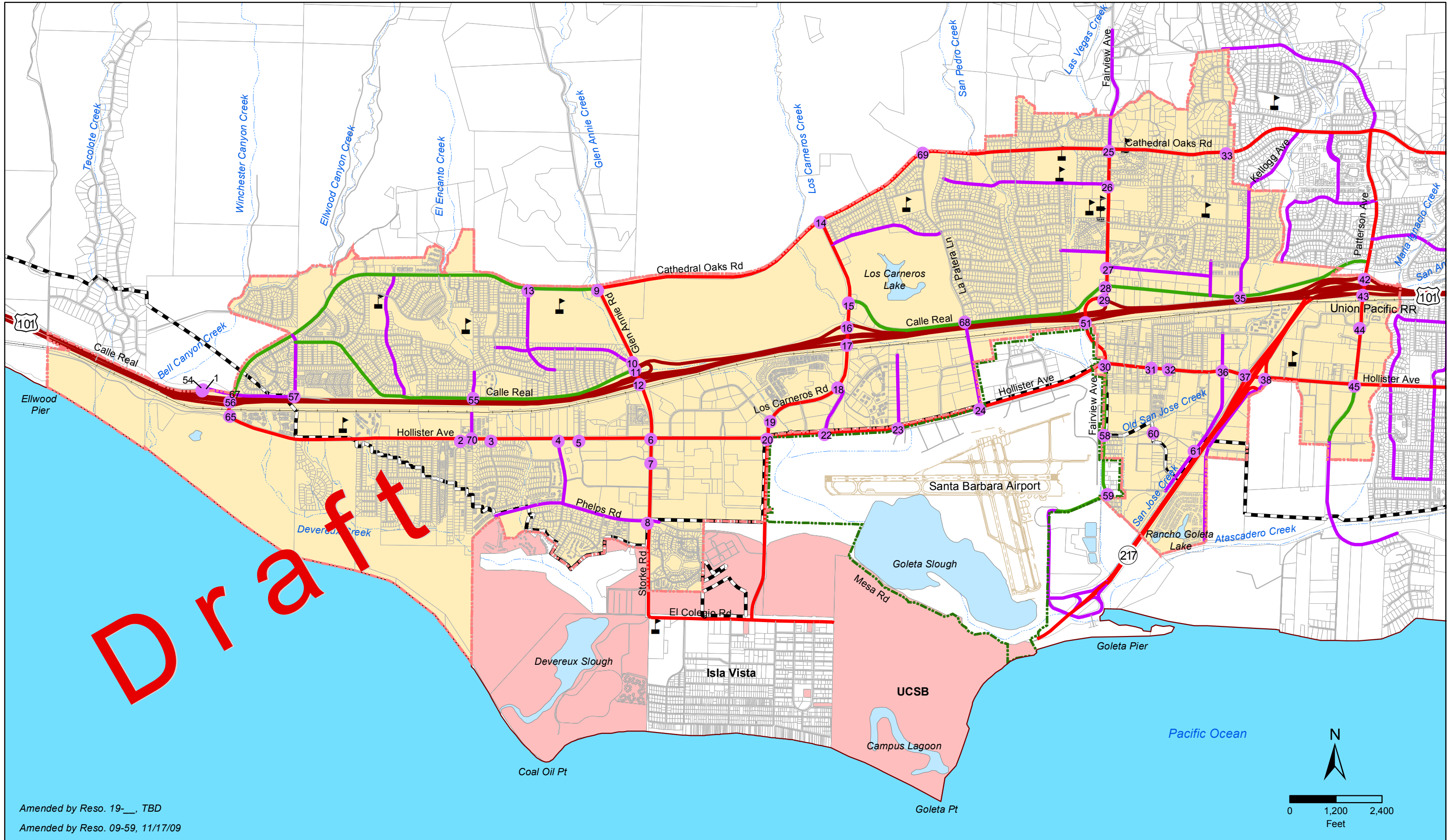


- a. Definition/Function. A local street provides access to abutting individual properties and links such properties and their uses to a collector or arterial. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.
- b. Design Standards. The following standards shall apply:
 - 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.
 - 2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes should be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan.
 - 3) Local street standards should encourage residential access points to be located on the least traveled street wherever there is an option.
 - 4) Parking may be required in appropriate segments on either or both sides of the street.
- c. Other. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.
- d. Traffic Calming. 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 or setting lower speed limits, provided there is involvement and support from the immediate neighborhood.

EXHIBIT 2

General Plan Amendment: Figure 7.2

Document Path: C:\Projects\Cities\Goleta\General Plan\Final\Figure 7-2 Functional Street Classification and Key Intersections_Working.mxd



Legend	
Street Classification	
—	Freeway or Expressway
—	Principal Arterial
—	Minor Arterial
—	Major Collector
—	Local Street
Key Intersections	
●	Major Intersections
Other Features	
	UCSB Lands
	City of Goleta
	City of Santa Barbara
	Coastal Zone
—	Creeks
▲	Schools

Source: Dowling Associates, Inc. (August 2006)
Note: Intersection numbers correspond to Table 7-1, which provides data for each intersection.

Figure 7-2
FUNCTIONAL STREET CLASSIFICATION
AND KEY INTERSECTIONS



