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23042-1

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CAMERON PARK OFFICE

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March 21, 2019

VIA PERSONAL DELIVERY

City of Goleta
Planning Commission

Re: Newland Property, 5544 Hollister Avenue (APN 071-090-036)

Dear Members of the Planning Commission:

This firm represents the Newland Family, owners of the above-referenced property. The property is located at the corner of Hollister Avenue and Dearborn Place, just to the west of the interchange between Highway 217 and Hollister Avenue.

The subject property has been in the Newland Family for approximately 100 years. It originally was part of a large walnut ranch. Currently there are several old residential cottages on the property, which are rented. The property is designated as "Recreation" in the City's existing General Plan, but is zoned for residential purposes, with a designation of DR-10.

The property is subject to several acquisitions by the City for two major public works projects now proceeding – the Ekwill Fowler Project and Phase II of the San Jose Creek Project. None of the required properties has been acquired yet, although we have been told that offers will be made soon. These two projects, and the property to be acquired for them, will have a devastating impact on the remainder of the property. In particular, the Ekwill Fowler Project includes a traffic roundabout on the southeast corner of the property, which will result in a substantial limitation on vehicular access to the remaining cottages on the property. Our clients

intend to make substantial claims for property value and severance damages as a result of these proposed takings.

We understand that the City's proposed new zoning ordinance would effect a zoning change of our client's property to Open Space (OS). Our clients are very disappointed that the City intends to take this action, which is for no apparent purpose other than to freeze development so that the property can be acquired cheaply by the City. The property has enjoyed its residential zoning status since the City's incorporation and before, while in County jurisdiction. Our clients therefore have an expectation that this zoning will continue indefinitely into the future.

The ultimate purpose of this letter is not to threaten litigation, although it must be emphasized that if the City continues on its present rezoning efforts, inverse condemnation litigation will undoubtedly result. In addition, there will undoubtedly be eminent domain litigation if the City pursues the pending acquisitions from our clients' property.

The purpose of this letter is to describe the manner in which the parties can effectively cooperate with each other to maximize the utility of the subject property, and to avoid litigation. The property is ideally situated for an affordable housing project or a hotel project, and we would like to describe the reasons for this. First, the property is situated adjacent to an affordable housing project on the other side of San Jose Creek. An existing apartment complex is situated immediately to the east. An affordable housing project on the property would therefore be harmonious with existing adjacent uses. Although the City apparently intends to designate the property as open space, we understand that the City has no current plans for any actual park improvements on the property. Rather, there is an existing park immediately to the northwest of the property, and the City recently bought another property to the west of the property, on which another park facility is planned. A development on our client's property could be designed and planned to offer open space amenities next to the Creek, and would be compatible with the existing park and the planned future park to the west. Designating the property as OS would therefore provide no benefit to the City. Our clients would have no incentive to upgrade or modernize the existing old cottages on the property, and the property would continue to be a marginal residential property with no enhanced prospect for improvement. We know that the City is continuing to look for affordable housing options, and is also interested in maximizing potential TOT income which could come from a hotel project. Allowing our client to proceed with these project ideas would also promote a collaborative process to design the new development that would integrate with the City's plans for the roundabout project, and lessen the difficulties caused by the impact of the project on the existing uses of the property.

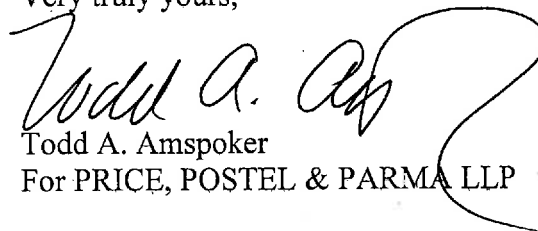
Planning Commission
City of Goleta
March 21, 2019
Page 3

We have enclosed pertinent maps and diagrams which illustrate the points made in this letter.

Based upon the foregoing, and on behalf of our clients, we respectfully request that the Planning Commission maintain the existing zoning on the property, and allow our clients to instead proceed with a planning process for the property that would enhance the desirability of the area, and would meet the City's needs as well. Our clients intend to proceed with an initial professional evaluation of the property, to determine its net developable area. However, if the City maintains on its present course, this work would not be pursued and the parties would become embroiled in unnecessary litigation.

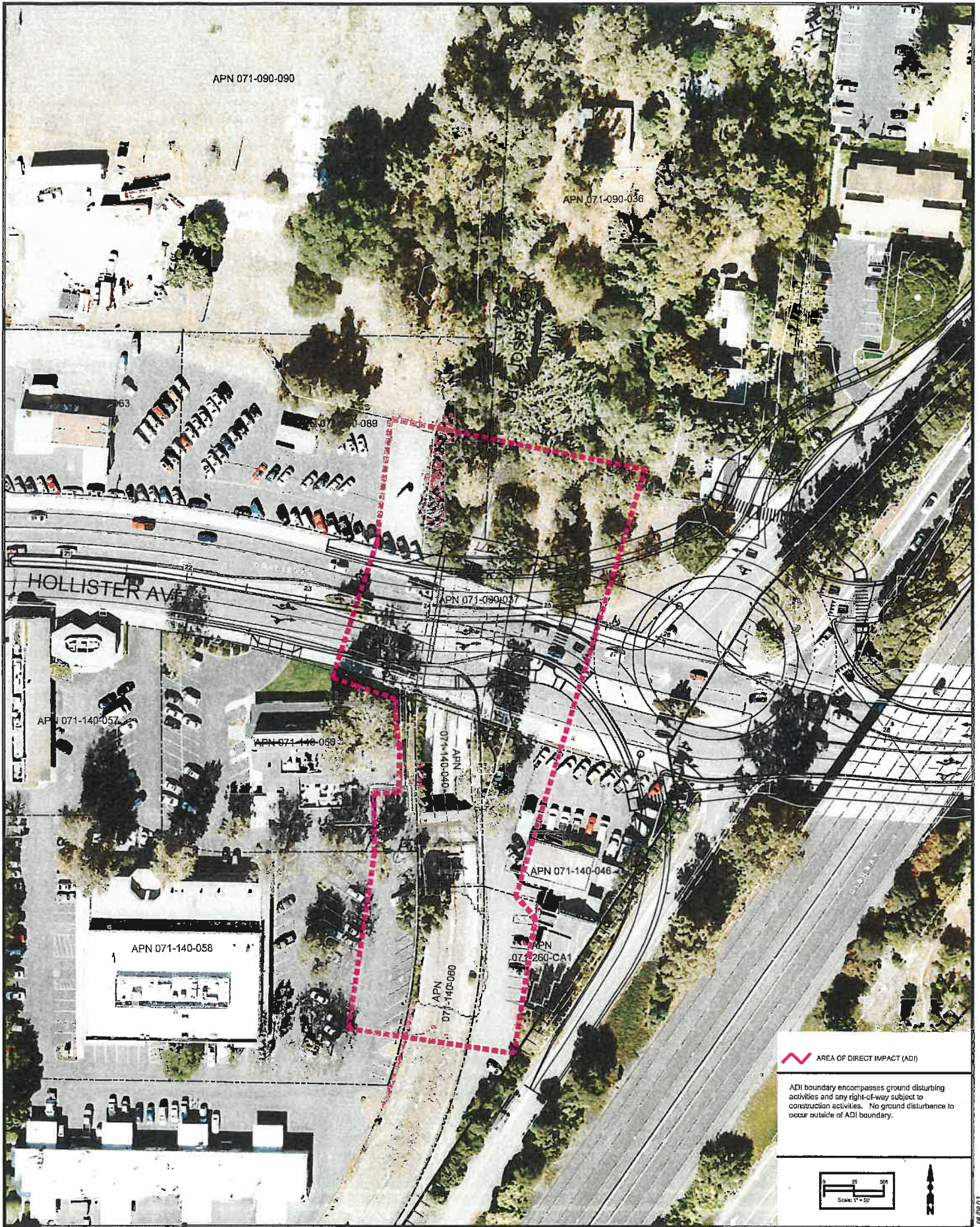
We look forward to working productively with the City on this matter.

Very truly yours,



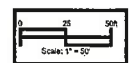
Todd A. Amspoker
For PRICE, POSTEL & PARMA LLP

cc: Jeff Newland



 AREA OF DIRECT IMPACT (ADI)

ADI boundary encompasses ground disturbing activities and any right-of-way subject to construction activities. No ground disturbance to occur outside of ADI boundary.



LOCAL AGENCY APPROVAL

CITY OF GOLETA ENVIRONMENTAL REP. DATE:

CALTRANS APPROVAL

CALTRANS DISTRICT 5 PROFESSIONALLY QUALIFIED STAFF DATE:

CALTRANS DLAE APPROVAL

DISTRICT & LOCAL ASSISTANCE ENGINEER DATE:

CITY OF GOLETA
DEPARTMENT OF PUBLIC WORKS
130 CREMONA DRIVE, SUITE B • GOLETA • CA • 93117
TEL (805) 981-7500 • FAX (805) 685-2635

HOLLISTER AVE BRIDGE REPLACEMENT
BRIDGE No. 51C-0027 CONTRACT No. 2013-028
FEDERAL AID PROJECT No. BRLS-5481(013)
AREA OF POTENTIAL EFFECT MAP

SHEET 1
OF
1 SHEETS

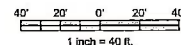
PLOT DATE: 06/09/13

[illegible]

PARCEL NO.	TITLE CODE	GRANTOR	GRANTEE	AREAS ⑤ (square feet or as noted)				REMARKS
				TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	
HB-1-1	F	BOTTIANI PROPERTIES	CITY OF GOLETA	0.78 AC	1,428			ESMT. FOR FLOOD CONTROL (LIMITED DIG ZONE, 3.0' MAX EXCAVATION DEPTH)/SUBSURFACE GROUT
HB-1-2	TCE	BOTTIANI PROPERTIES	CITY OF GOLETA	0.78 AC	1,328			
HB-1-3	TCE	BOTTIANI PROPERTIES	CITY OF GOLETA	0.78 AC	457			
HB-2-1	E	BOTTIANI PROPERTIES	CITY OF GOLETA	1.58 AC				
HB-2-2	TCE	BOTTIANI PROPERTIES	CITY OF GOLETA	1.58 AC		17,829		EASEMENT FOR FLOOD CONTROL PURPOSES (LIMITED DIG ZONE, 3.0' MAX EXCAVATION DEPTH)
HB-3-1	TCE	SANTA BARB. NISSAN LLC	CITY OF GOLETA	0.49 AC		946		
HOLL-4-1	F	JOHN & ANET NEWMAN	CITY OF GOLETA	4.00 AC	12,438		3.71 AC	EXWILL FOWLER PROJECT: SEE HOLLISTER APPRAISAL MAP VERSION 9
HOLL-4-2	TCE	JOHN & ANET NEWMAN	CITY OF GOLETA	4.00 AC	3,411			EXWILL FOWLER PROJECT: SEE HOLLISTER APPRAISAL MAP VERSION 9
HB-4-1	E	JOHN & ANET NEWMAN	CITY OF GOLETA	4.00 AC	2,213			EASEMENT FOR FLOOD CONTROL PURPOSES (NO DIG ZONE)
HB-5-1	F	SANTA BARB. NISSAN LLC	CITY OF GOLETA	0.96 AC	369		0.55 AC	FEE TAKE FOR RIGHT OF WAY PURPOSES
HB-5-2	E	SANTA BARB. NISSAN LLC	CITY OF GOLETA	0.96 AC	5,438			EASEMENT FOR FLOOD CONTROL PURPOSES (NO DIG ZONE) & BICYCLE PATH EASEMENT
HB-5-3	TCE	SANTA BARB. NISSAN LLC	CITY OF GOLETA	0.96 AC	1,788			
HOLL-6-1	F	CITY OF GOLETA	STATE OF CALIFORNIA	N/A	24,933			EXWILL FOWLER PROJECT: SEE HOLLISTER APPRAISAL MAP VERSION 9
HOLL-7-2	F	BOTTIANI PROPERTIES	CITY OF GOLETA	0.42 AC	2,885		0.35 AC	EXWILL FOWLER PROJECT: SEE HOLLISTER APPRAISAL MAP VERSION 9
HOLL-7-4	TCE	BOTTIANI PROPERTIES	CITY OF GOLETA	0.42 AC	699			EXWILL FOWLER PROJECT: SEE HOLLISTER APPRAISAL MAP VERSION 9
HB-7-1	E	BOTTIANI PROPERTIES	CITY OF GOLETA	0.42 AC	3,007			EASEMENT FOR FLOOD CONTROL PURPOSES (LIMITED DIG ZONE, 3.0' MAX EXCAVATION DEPTH)
HB-7-2	TCE	BOTTIANI PROPERTIES	CITY OF GOLETA	0.42 AC	2,750			
HB-8-1	E	WATERS BOTTIANI	CITY OF GOLETA	0.27 AC	1,210			EASEMENT FOR FLOOD CONTROL PURPOSES (LIMITED DIG ZONE, 3.0' MAX EXCAVATION DEPTH)
HB-8-2	TCE	WATERS BOTTIANI	CITY OF GOLETA	0.27 AC	2,089			
HB-9-1	TCE	FLOOD CONTROL DIST.	CITY OF GOLETA	N/A	3,046			TCE NEEDED OVER EXISTING FLOOD CONTROL EASEMENT
HB-9-2	TCE	FLOOD CONTROL DIST.	CITY OF GOLETA	N/A	2,297			TCE NEEDED OVER EXISTING FLOOD CONTROL EASEMENT

NOTE: EXISTING R/W & PROPERTY BOUNDARIES
ARE REFERENCED PER RECORD OF
SURVEY BOOK 179, PAGES 39 & 40.

SEE SHEET 2 FOR EXISTING EASEMENTS.



GRANTOR NOTES	
①	Area shows exclude underlying fee in the following public way. AC = Acres Indicates Underlying Fee (UF) Area Indicates Indeterminate UF
②	TITLE CODES: A=Access Rights Only F=Fee E=Easement (Ease) TG=Temp Construction Easement T=Temp Lease (See Remarks) O=Other (see Remarks)
③	TYPE: GD=Grant deed DE=Easement deed QG=Quitclaim deed DD=Director's deed DA=Director's easement deed DQ=Director's quitclaim deed FG=Find Order of Confirmation HE=Highway easement deed RL=Relinquishment VC=Vocation
④	Document or instrument number
⑤	Area listed are approximate and are based on recorded information.

MAP NOTES

COORDINATES AND BEARINGS ARE ON CC'S 1983 (CCS33) ZONE 5 (1991-35 EPOCH). DISTANCES AND STATIONING ARE GRID DISTANCES. MAP IS NOT TO BE USED TO OBTAIN GROUND DISTANCES. ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.

LEGEND

	Access Prohibited
	Access Superseded
	Access R/N Superseded
	Existing R/N Suggested
	Proposed Access Denied
	Proposed Access Denied
	Proposed R/N
	Proposed TCE

Indicates set monument as noted

Indicates found monument per R/S

Indicates calculated point (Does not imply monument set)

NAME-# Title to State

NAME-# Required for Others


CITY OF GOLETA
COUNTY OF SANTA BARBARA
STATE OF CALIFORNIA

**RIGHT OF WAY
APPRAISAL MAP**

HOLLISTER BRIDGE

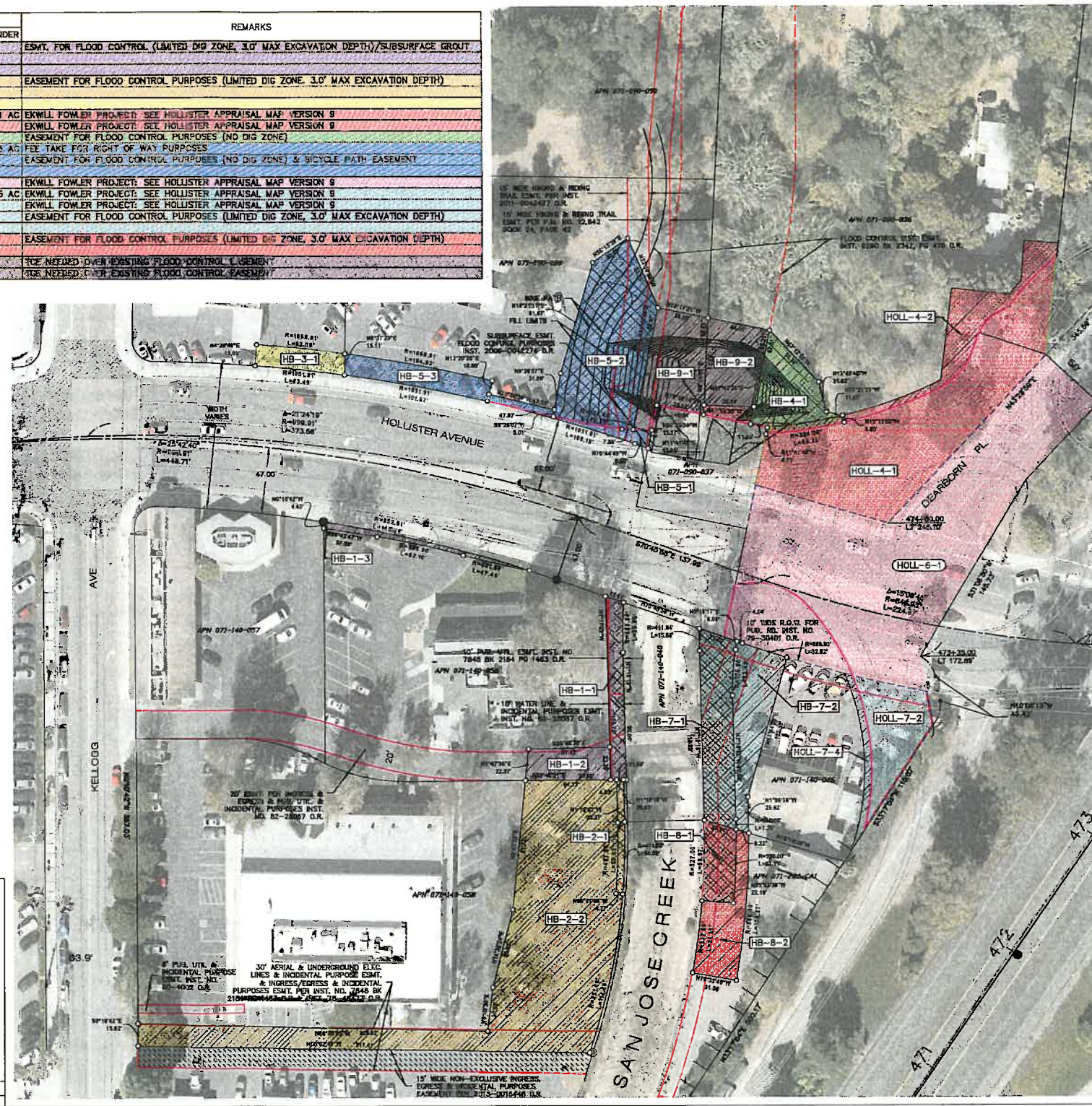
MARCH, 2015

PREPARED BY:


 **ENGINEERING
PLANNING
SURVEYING
CONSTRUCTION MANAGEMENT**

201 N. Calle Cesar Chavez, Ste 300
Santa Barbara, CA 93103
805.692.6521 Phone

LAST REVISION	SHEET NO.	TOTAL SHEETS
3/16/2015	1	2



FILE NAME: PACTEDL, Code to ACHIEVE 120000, Hollister Avenue Bridge Design Survey, Braving's Approach, Repaired by 12/15/2011, a




City of Goleta

130 Cremona Drive | 805.961.7500 | www.cityofgoleta.org

101

-

+



Parcel Detail

APN : 071-090-036
Address : 5544 HOLLISTER AV
E
Year Built :
Acres : 4
Land Square Feet : 174240
Zoning : DR-10
Land Use : Recreation
Congressional Districts : [23](#)
Senate Districts : [19](#)
Assembly Districts : [35](#)
Sanitary Districts : Not Available
Flood Zone : AE
In FEMA flood zone : Yes

Commands

1 of 2

3/21/2019, 11:46 AM

Planning Commission Workshop on the New Zoning Ordinance, March 21, 2019

ESHA 17.30 A minimum for all ESHA buffers should be 50 feet and no lower.

17.30.030 The trigger for a Biological Study should be within 300 feet of an ESHA.

17.30.030 B. should read “an up to date site-specific biological study must be prepared.” Too often the studies were done five or more years previously.

17.30.040 D. Special care should be taken to not pick a site that has sensitive habitat or a mitigation site itself.

17.30.040 F. The performance securities should be in the amount of 150% of the estimated cost of mitigations, cost estimates are always far too low to cover the actual costs. Mitigation costs can be high and there needs to be sufficient money available to complete the mitigation.

17.30.050 J. The new fencing regulations are good. If homeowners are concerned about animals getting in their yards, they can fence their yards.

17.30.070 B.1. Just because the General Plan permits reduction of Streamside Protection Areas to 25 feet that doesn't mean that is what the public wants now. This was lowered to 25 feet in the General Plan by the developer bought City Council. A lower limit of 50 feet should be required for this buffer. This is the limit for many other ESHA's.

17.30.140 B. Coastal Bluff, Coastal Sage Scrub, and Chaparral ESHA should have a minimum buffer of 50 feet.

17.30.150 Native Oak Woodlands and Savannas should have a buffer of not less than 50 feet.

Minimum buffer should be 50 feet everywhere in all ESHAs.

17.30.180 B.3. Minor pruning should be the only exception to the prohibition of the removal of vegetation.

17.30.180 C.2 This buffer shouldn't be reduced for any reason. The buffer should never be less than 100 feet.

This should include the General Plan requirement for a survey by an expert and preparation of a plan to protect the specific site. This is General Plan CE 4.6 a. and b.

17.30.190 C.1. The wording “when feasible” should be removed. This severely weakens the protection.

17.30.190 C.2. The wording “to the extent feasible” should be removed. This severely weakens the protection.

17.24.100 A.1. There should be no exemptions for these grading and grubbing activities. A Conditional Use Permit should be required within and adjacent to ESHAs.

Open Space 17.03.140 It is important to have these requirements on Open Space.

17.07.050 Please don't rename Open Space "Amenity Space". People understand what open space is but amenity means different things to different people. The new regulations are good. The use of the term methodology doesn't seem to be the right word.

Height 17.03.100 This exception to the height limit should not be allowed. Heights need to be kept to a minimum to protect views and maintain a more open feeling.

17.24.080 The new height exceptions will help prevent view obstructions. A three foot addition in height shouldn't be given for a 4:12 roof pitch.

17.24.080 Table Chimneys should be limited to the minimum height required by the California Building Code. The section of the Table on Chimneys through domes should be limited to a 10% increase.

17.62.020 All height modifications should require Planning Commission or City Council hearing. There should only be up to a 10% increase in the height permitted. It is important that the height in all Residential zones be limited to 25 feet with chimneys limited to the minimum height required by the California Building Code for chimneys. Hopefully this will not exceed 25 feet.

17.62.020 B.1. The wording "Up to 50% of the maximum of height of structures" should be removed.

Fences 17.24.090 A.1.a. Front and Streetside Setbacks should be reduced to four feet or less.

17.24.090 A.b. For more than six feet a Conditional Use Permit should be required.

17.24.090 B. These limitations on materials are excellent. 17.24.090 B. 4. The inclusion of hedges should be the same as the rest.

Vision Clearance 17.24.090 D. doesn't give any standard and defers to 17.24.210 which has no standards. The current Zoning Ordinance should be used if you don't have anything better.

17.24.210 There should be clearly stated standards. Staff should work with Public Works and place specific visibility standards in this document. This document shouldn't go to Council for approval without these standards.

Outdoor Storage 17.24.130 There should be a time limit on temporary storage of construction materials. If a project is delayed for years or it is part of a property that will have to get approval in the future, the storage should be screened from public view. An example is the wood and junk behind a chain link fence at the Southwest corner of Storke and Santa Felicia.

Barbara Massey

April 1, 2019

Attn: Anne Wells
City of Goleta
130 Cremona Drive
Goleta, CA 93117

Re: 907 S. Kellogg
Goleta, CA 93117
APN # 071-190-035-00

Dear Anne,

SyWest Development represents the property owner of 907 S. Kellogg in Goleta, CA. We recently reviewed the January 2019 Revised Draft Goleta Zoning Ordinance and had an opportunity to evaluate modifications to various zoning designations as currently proposed. While we certainly appreciate the City's zoning update objectives, in having completed our assessment we find it necessary to address specific items that will have a potentially significant effect on our property. We ask that you please consider the following;

Specific to any proposed change of zoning from M-S-GOL to IS:

- 1) **17.40.080 Noise - The change proposes to lower the maximum allowable noise levels from 75 dBL to 70 dBL.** There are no sensitive receptors or residential in the vicinity, and we are abutting a state highway, Highway 217, where ambient noise levels already exceed the proposed new noise levels. Further, due to the industrial nature of our current zoning and the fact that all property surrounding are industrial zoned, we do not believe any change is necessary, and that noise standards in the IS District should be consistent with standards in the IG District.
- 2) **17.10.030 Side - The changes propose to increase the 'street side' setbacks from 10' to 20' and then require in 17.35.030(A) that the entire area is landscaped.** This increased setback will greatly reduce the areas available for the site improvements (parking, bio swales, etc.) as well as the building footprint. Considering the ongoing drought conditions in CA, and the overall industry movement toward decreasing water consumption through irrigation/landscape reduction, a proposed 100% increase in the amount of required landscaping along side streets does not appear to be a prudent or environmentally friendly change. In addition to a straight forward reduction to the size of the setback area as proposed, please consider including in the new ordinance viable alternative for compliance, such as; allowing averages across the setback area, dual use all frontage and interior landscape/bio-swales, exemption for frontages against open space or other types of undevelopable areas, etc.

3) 17.16.040 – AE Airport Environs Overlay District

The boundaries of the AE Airport Environs Overlay Zoning District are not consistent with the SBCAG Exhibit A-2 Safety Compatibility Data Map for the San Barbara Municipal Airport dated February 2018. For example, the ZO “Clear Zone” extends east over a portion of our property, while Zone 1 in the SBCAG map does not extend over our property. To avoid confusion, the ZO map should be consistent with SBCAG map in both boundary limits and in the Zone types.

4) 17.35.030(B) Landscaping – Unused Areas:

This section states that “All visible areas of a project site not intended for a specific use, including areas planned for future phases of a phased development, must be landscaped or left in an undisturbed state provided there is adequate vegetation to prevent erosion and the area is adequately maintained for weed control and fuel maintenance.”

We recommend that this requirement is exempt for properties with previous site improvements, or add “existing paving” after vegetation.

Specific to the proposed change of zoning from our current M-1 to IS

Table 17.10.020: Swap Meet and Drive In Movie Theater (Outdoor Entertainment) use should be added to Table 17.10.020 as “P” in the IS Zoning District. These uses have been legally operating on our property since the 1960’s providing quality entertainment for local residents and tax revenue to the City. We request these legal uses continue to be allowed as a right in the new Zoning Ordinance.

17.10.030 Coverage – Lot coverage requirements were removed from Table 17.10.030 in the Jan 2019 Draft ZO, while the 2016 ZO specified lot coverage requirements. If lot coverage requirements are not applicable in certain zoning districts, then it should be stated in the ZO document.

In addition to issues noted above in the program text, the proposed Zoning Map changes will subject our property to increased development restrictions. Currently, our property is under the jurisdiction of two zoning designations (both M-S-GOL and M-1), and the new map proposes a change to a more restrictive ‘IS Service Industrial’ designation over our entire property. If applied in this manner, the new IS designation will negatively impact the development potential of this land and result in reduced opportunities for any redeployment. This degradation in value is primarily attributable to the reduction in the maximum intensity of employment being newly evoked over our entire parcel.

We are very interested in understanding what options are available to the City to ensure that any change or updates to current our zoning designation do not reduce the development potential of our property and/or degrade it's underlying value. As you are aware, we have an application Deemed Completed for the proposed development of a new industrial complex on our property and we are very concerned about the negative impact these proposed zoning designation changes may have on our current or future tenant negotiations. Please be advised, any reduction in the maximum intensity of employment could result in our proposed development becoming financially infeasible.

It should also be mentioned, our sister company, Westwind Public Markets has been a member of the Goleta business community for many years in their operating the drive-in facility. We expect the current use of our property will remain unaffected by any proposed zoning changes or update, and should we ultimately abandon our development efforts the long term preservation of the existing use will remain operating on the property.

We do appreciate the efforts of the City Staff to undertake the monumental effort of updating the Zoning Ordinance and we would urge that you take the time necessary to ensure that any change is well conceived and the general public is given ample time to understand and comment on the changes.

We look forward to your response to our comments and any questions that you may have.

Respectfully,

Robert Atkinson
SVP Development

CC: Bill Vierra, SyWest Development

From: donotreply@godaddy.com
To: [Andy Newkirk](#)
Subject: goletazoning.com Public Comments: Form Submission
Date: Sunday, April 07, 2019 7:50:29 PM

Name:

Dana Trout

Email:

dee3.tee@gmail.com

Subject:

RV and trailer parking

Message:

April 7, 2019 To Members of the Planning Commission: Jennifer R. Smith, Chair Robert K. Miller, Vice Chair Ed Fuller, Commissioner Katie Maynard, Commissioner Bill Shelor, Commissioner I have a problem with the proposed Zoning Ordinance relating to parking of RVs and trailers on residential property. Here is the relevant text from the current proposed Zoning Ordinance: Trailers and Recreational Vehicle Parking/Storage. Trailers and recreational vehicles may be parked/stored in any setback area, subject to the following provisions: a. The trailer or recreational vehicle must not project into the public right-of-way at any time. b. The trailer or recreational vehicle must be operable and have a current year's registration for operation on public streets. c. The trailer or recreational vehicle must not be occupied for living purposes. d. The trailer or recreational vehicle must be parked on a paved or gravel surface. e. Access is provided via a City-approved driveway approach along the street frontage. f. The trailer or recreational vehicle may only be parked or stored within the front setback where there is no existing driveway or other access to another portion of the property that can accommodate the trailer or recreational vehicle. I want to focus on provisions (d) and (e). I would first like to note that in the Ellwood area there are roughly 1 to 3 RV pads per block already installed. The majority of these pads meet provision (d), but not (e) -- they "jump the curb" instead of using the property's driveway. I would also like to remind the Commission that RVs and travel trailers, even when used extensively for trips, do not often make the journey between the street and parking pad. Unlike cars which go in and out of a driveway almost daily, RVs and trailers tend to be away from home for days or weeks at a time. Thus most RVs make the journey between the street and parking area at most only several times a month. My first question is why "jumping the curb" is disallowed for RVs and trailers in light of the fact that they so seldom need to do so. My second question is how you intend to handle all the property owners that already have pads that meet provision (d), but not (e). They have already installed proper parking, often at significant expense, that was code-compliant at the time of installation. These owners typically also use temporary removable ramps to ease the shock to their RVs and/or trailers, which has the salutary effect of also lessening the pounding on the pavement and curb as the RV jumps the curb. If you wish to claim that "jumping the curb" causes rapid deterioration of either streets or curbs, I would like to see documentation of cases where this has occurred in Goleta. I walk and ride through many Goleta neighborhoods and have seen many deteriorated streets, but the deterioration I've seen is due to other factors, including tree roots, heavy traffic, and delayed maintenance. If you wish to claim that the RV or trailer would be entering the street from an unexpected location, be advised that most already-existing pads are either adjacent to the property's driveway or the neighbor's driveway, but due to the turning radius of the vehicle it is not accessible from a driveway. I have a question about Provision (f): it states "... other access to another portion of the property that can accommodate the trailer or recreational vehicle." However, Provision (e) is quite adamant that "Access is provided via a City-approved driveway approach along the street frontage." So what other access do you have in mind? Thank you for your time and attention, Dana Trout

This message was submitted from your website contact form:

<http://www.goletazoning.com/public-comments.html>

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

2430576719

From: [Cecilia Brown](#)
To: [Andy Newkirk](#)
Subject: Signs and Lighting
Date: Monday, April 08, 2019 7:26:10 AM

Hi Andy!

When does the pc see the revised sign and lighting ordinance in its entirety? Not just the synopsis of DRB discussion. While your transcription of what occurred at DRB including my comments, was good, it hardly covers all the relevant issues for these two imp't ordinances, imo.

Nice the photo of different color temps.

Disagree on the light trespass issue, maybe not neighborhoods but for commercial development when with new lighting types can achieve 0 footcandles.

Public should be happy about rv parking standards. Sure changes complexion of neighborhood character though.

See you tonight.

Thx,

Cecilia

Sent from my Galaxy Tab® A

From: [Andy Newkirk](#)
To: [Andy Newkirk \(anewkirk@cityofgoleta.org\)](mailto:anewkirk@cityofgoleta.org)
Subject: FW: Parking Ratio in Commercial Real Estate — Commercial Real Estate Loans, Inc.
Date: Monday, April 08, 2019 5:22:00 PM

From: Edward Fuller <edfuller@sanroquerealty.com>
Sent: Monday, April 08, 2019 4:38 PM
To: Wendy Winkler <wwinkler@cityofgoleta.org>
Subject: Parking Ratio in Commercial Real Estate — Commercial Real Estate Loans, Inc.

Hi Wendy,

Please distribute to Planning Commissioners and staff, and place in the record.

Thanks,

Ed

<https://www.commercialrealestate.loans/commercial-real-estate-glossary/parking-ratio>

Parking Ratio in Commercial Real Estate

A parking ratio is a statistic that takes the number of available parking spaces, typically for an [office](#) property, and divides it by the property's entire [gross leasable area](#) (GLA). This ratio is most commonly expressed per every 1,000 sq. ft. of property, i.e. a 20,000 sq. ft. [office](#) building with 100 parking spaces would have a parking ratio of 5 (spaces per 1,000 sq. ft.). Cities often have requirements for minimum parking ratios, which may vary based on property type; for example, [retail](#) projects may require a higher parking ratio than [industrial](#) developments.

Higher Parking Ratios Can Be More Desirable, But Also More Expensive

In most cases, the higher a building's parking ratio, the more desirable it will be for potential tenants. For example, [class A office buildings](#) may often have a higher parking ratio than class B buildings, though this can vary greatly between individual projects. Despite their benefits to tenants, higher parking ratios also typically lead to higher CAM, or [common area](#)

[maintenance fees](#), since office building tenants usually pay rent on their portion of a building's common areas, which often include parking spaces.

Office Parking Ratios May Be Increasing

Research suggests that office building tenants are asking for more parking--and many developers are responding by [adding more parking spaces](#) to their current developments, increasing their parking ratios. While the most common office building parking ratio is currently around 4 (spots per 1,000 sq. ft.), many tenants have been asking for ratios of 5 or 6. Though adding parking spots can be expensive (\$2,000 to \$6,000 per space for surface lots, \$12,000 to \$25,000 for garages), developers are often seeing this as an investment that may be able to improve the long term occupancy of their projects.

Parking Must Be In Compliance With The Americans With Disabilities Act

In addition to making sure that their parking ratio is sufficient for local regulations (and is enough to keep tenants happy) developers interested in [building](#) new properties must take into account the Americans with Disabilities Act (ADA) when designing or planning a parking lot. For the first 100 parking spots, there must be 1 handicapped spot per 25 spots. Beyond that, handicapped parking requirements include:

- 101-150 Spots: 5 handicapped spots
- 151-200 Spots: 6 handicapped spots
- 201-300 Spots: 7 handicapped spots
- 301-400 Spots: 8 handicapped spots
- 401-500 Spots: 9 handicapped spots

Ed Fuller

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From: [Andy Newkirk](#)
To: [Andy Newkirk \(anewkirk@cityofgoleta.org\)](#)
Subject: FW: Parking Standards
Date: Monday, April 08, 2019 5:19:00 PM
Attachments: [Screen Shot 2019-04-08 at 4.45.24 PM.png](#)

From: Edward Fuller <edfuller@sanroquerealty.com>
Sent: Monday, April 08, 2019 4:47 PM
To: Wendy Winkler <wwinkler@cityofgoleta.org>
Subject: Parking Standards



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2015 - International Zoning Code
CHAPTER 8 GENERAL PROVISIONS
 First Printing: May 2014

**CHAPTER 8
GENERAL PROVISIONS**

**SECTION 801
OFF-STREET PARKING**

801.1 General.

Off-street parking shall be provided in compliance with this chapter where any building is erected, altered, enlarged, converted or increased in size or capacity.

801.2 Parking space requirements.

Parking spaces shall be in accordance with Sections 801.2.1 through 801.2.4.

801.2.1 Required number.

The off-street parking spaces required for each use permitted by this code shall be not less than that found in Table 801.2.1, provided that any fractional parking space be computed as a whole space.

**TABLE 801.2.1
OFF-STREET PARKING SCHEDULE**

USE	NUMBER OF PARKING SPACES REQUIRED
Assembly	1 per 300 gross square feet
Dwelling unit	2 per dwelling unit
Health club	1 per 100 gross square feet
Hotel/motel	1 per sleeping unit plus 1 per 500 square feet of common area
Industry	1 per 500 square feet
Medical office	1 per 200 gross square feet
Office	1 per 300 gross square feet
Restaurant	1 per 100 gross square feet
Retail	1 per 200 gross square feet
School	1 per 3.5 seats in assembly rooms plus 1 per faculty member
Warehouse	1 per 500 gross square feet

For SI: 1 square foot = 0.0929 m²

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From: [Andy Newkirk](#)
 To: [Andy Newkirk \(anewkirk@cityofgoleta.org\)](#)
 Subject: FW: Increased Office Density is Causing Real Trouble for Parking Lots - VTS Blog
 Date: Monday, April 08, 2019 5:42:00 PM
 Attachments: [parkinglots.nzo](#)

From: Edward Fuller <edfuller@sanroquerealty.com>
 Sent: Monday, April 08, 2019 5:31 PM
 To: Wendy Winkler <winkler@cityofgoleta.org>
 Subject: Increased Office Density is Causing Real Trouble for Parking Lots - VTS Blog

<https://blog.vts.com/crowded-parking/>

VTS ACCELERATE 2019



- 08/02/16
- 5 MIN READ

Increased Office Density is Causing Real Trouble for Parking Lots

Liz Wolf
 Freelance Writer, VTS

As companies squeeze more employees into less office space – in an effort to increase efficiency and productivity — landlords are facing a dilemma: How can they accommodate increased parking demands? And, what happens if a space becomes unleaseable because of inadequate parking?

This quandary is especially true in suburban markets not served well by mass transit where employees are dependent on cars. These buildings' parking lots are becoming clogged, and landlords are looking for creative solutions.

What's driving the space reduction?

In addition to cost savings, today's employee work habits are spurring the downsizing of office space. Collaborative, flexible workspaces are replacing big, private offices and fancy conference rooms.

"It's been an easy transition because, just as companies are trying to get more efficient and save money, millennials are more open to the idea of less hierarchy in real estate," Christian Beaudoin, director of corporate research for JLL in Chicago, told VTS in an interview. "So those two trends have combined at the same time — companies trying to save money and millennials entering the workforce, who value compensation and freedom and flexibility more than they do a big office."

But just how much less office space are we talking? Pre-recession, 250 square feet per employee was the standard in office space. Today, that's been slashed to around 175 square feet or less, [with projections estimating](#) a drop to an average of 151 square feet per employee by 2017.

That's a [significant reduction in space](#), and Beaudoin said that such density takes a toll on office buildings that were not designed to handle these increased demands. It not only impacts parking, but also building's elevators, restrooms and utilities.

What can landlords do?

Before the trend of shrinking office space, a parking ratio of [four stalls per 1,000 square feet](#) was sufficient for most tenant parking space requirements. However, buildings today may need six or even seven parking spots per 1,000 square feet to accommodate the more packed offices.

To manage this greater density, landlords are exploring several options including:

Build more spaces

Some building owners are accommodating needs by building parking decks on top of surface parking lots. Of course, that's not cheap - it could cost around \$100 per-square-foot to build that deck.

If building parking decks aren't feasible, landlords are also exploring the use of adjacent lots. In [one Chicago suburb example](#), Principal Real Estate Investors demolished 68,000 square feet of warehouse space of a nearly 200,000-square-foot building to create more parking for tenant CVS Caremark Corp.

Shuttle tenants

"Owners are experimenting with the idea of shuttles," Beaudoin said. "If there's an off-site parking lot like at a shopping mall or a nearby stadium, they can shuttle people in with a shuttle bus. Also, owners are looking at encouraging the use of public transportation, at least as close as they can get to the site and then bussing from there to the actual building." Carpooling and biking are also encouraged, and many office buildings have bike racks and locker rooms/showers if they're near a trail system.

These ideas may work well for millennials, who drive less and own fewer cars than previous generations. They prefer to bike, car-share, walk and use public transportation.

[According to the Department of Transportation and American Automobile Association](#), miles traveled by car for people 34 or younger dropped 23% and the percentage of high school seniors with driver's licenses dropped 73% between 1996 and 2010.

Acquire new assets with better parking

As new office development is starting up again in some markets, developers are paying close attention to parking ratios. "Markets like Phoenix are seeing new suburban office development, and they're building parking spaces of six spots per 1,000 square feet," Beaudoin said. Landlords may look to acquire these assets to mitigate future challenges.

Looking ahead

Further down the road, the importance of on-site parking might be less significant. [Driverless cars](#) could have a huge impact on office parking lots. Although these cars are still being tested, it's believed that they will be available for average consumers to purchase in the next decade. With self-driving vehicles, people won't have to follow current parking routines. For example, rather than park at the office, they could park at a distant, centralized lot and call for the car when they're ready to leave. This trend could eliminate parking lots as we know them today.

Topics:

- [Industry News](#)
- [JLL](#)
- [Landlord](#)
- [Leasing](#)
- [Leasing Rep](#)
- [Millennials](#)
- [Office](#)
- [Owner](#)

Liz Wolf

Freelance Writer | [VTS](#)

Liz Wolf is a Twin Cities-based freelance writer with 30 years of business and commercial real estate reporting experience. She previously served as editor of the Minnesota Real Estate Journal.

Ed Fuller

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From: donotreply@godaddy.com
To: [Andy Newkirk](#)
Subject: goletazoning.com Public Comments: Form Submission
Date: Monday, April 08, 2019 10:20:22 PM

Name:

Brian Boisky

Email:

boisky7@cox.net

Subject:

Led area lighting

Message:

To staff and commissioners , As led lighting is becoming the standard for lighting parking lots, sidewalks etc., they can be very bright and distracting when driving on the city streets at night. The examples I notice are; the new tall area lights at the remodeled Fairveiw Car wash. They are very dominant when coming down the overpass on Fairveiw from Hollister. They are predominate when looking from The Fairveiw shopping center towards the car wash. Can the height of these poles, angle of the light beam and the "Non- shielding " fact be addressed when changing the new zoning ordinances. The light beam pointing towards traffic on Hollister at Big Brand Tires is very distracting at night. The lights that light the lot of Roberts Body Shop on Fairveiw are very bright and distracting when looking down from the overpass going up from the Hollister side. There should be a rule that all night lighting should be shielded, including the city street lights. Thanks for all you are doing. Brian Boisky

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<http://www.goletazoning.com/public-comments.html>

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

2433757755

Jim Fox

Examples of what compliance looks like
under the NZO, why have a DRB if you allow this?



PHOTOGRAPH 1

NZO
#30



PHOTOGRAPH 2



PHOTOGRAPH 3



PHOTOGRAPH 4



PHOTOGRAPH 5



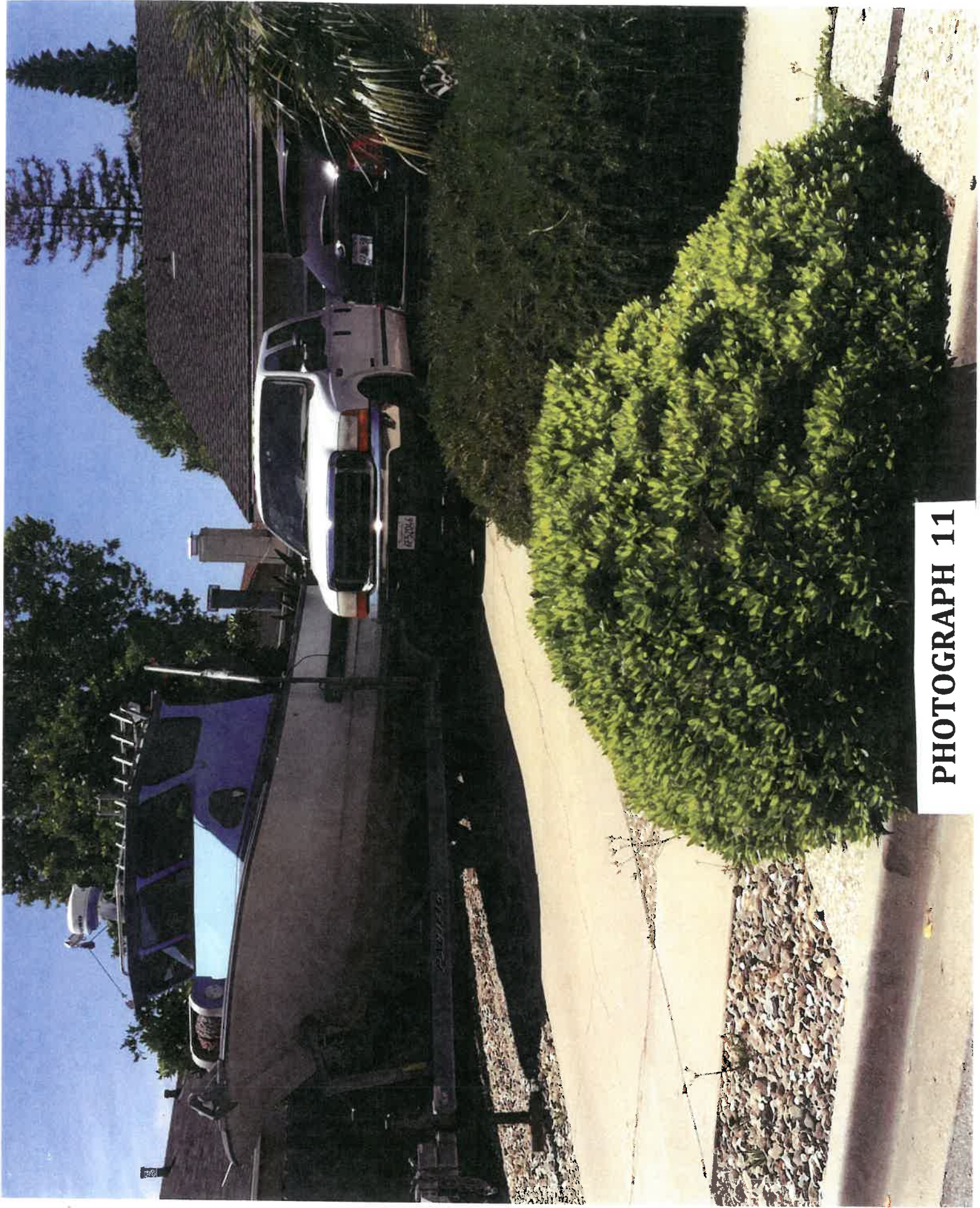
PHOTOGRAPH 6



PHOTOGRAPH 9



PHOTOGRAPH 10



PHOTOGRAPH 11

April 8, 2019

Subject: Revised Draft New Zoning Ordinance (NZO).

Request to add RV Storage to Office (BP, OI) and Commercial (CC, CI, CG) Zoning Districts

This letter is to request that the City of Goleta add RV Storage to the allowed uses within the Office (BP, OI) and Commercial (CC, CI, CG) Zoning Districts.

There is an extreme shortage of RV storage parking locations in the City of Goleta and the surrounding area. While the City has adopted regulations to prevent parking of RVs and boats on City streets, the City has not provided any realistic opportunity for the development of RV storage lots within the City's Zoning Districts. By adding RV Storage to the allowed uses within the Office (BP, OI) and Commercial (CC, CI, CG) Zoning Districts, one or more RV storage lots can be established and City residents will be able to comply with the City's large vehicle parking regulations.

RV storage lots ("Vehicle Storage") are currently only allowed in the Service Industrial (IS) and General Industrial (IG) Base Zoning Districts in the Revised Draft New Zoning Ordinance. There are only a few parcels with IS and IG zoning, and these parcels are fully occupied with industrial uses that are intended for these zones. Limiting RV storage lots to these two industrial zones which are in high demand for intense high-impact industrial uses, ensures that no new RV storage lots will be established in the City. This will force RVs back onto City streets or onto the front and side yards of residential and commercial properties.

An RV storage lot is a very low impact land use. As RVs and boats are normally parked for days or weeks without use, RV storage lots create very little vehicle traffic or congestion. The only notable potential impact is a minor visual impact, and the current ordinance adequately addresses visual screening of RV parking. Therefore RV storage is compatible with Commercial and Office Districts which already provide for normal vehicle parking.

History of RV Parking in City

Prior to the adoption of the Large Vehicle and Trailer Parking Restrictions by the City, RVs, boats and large work trucks were allowed to be parked on the City streets. During the lengthy hearing process for the Large Vehicle parking regulations, the City council heard from many residents that there was inadequate RV storage in the City and the surrounding area to accommodate these large vehicles. The Council encouraged local businesses to develop additional vehicle storage lots within the City to accommodate those vehicles.

Unfortunately, due to zoning restrictions, no new vehicle storage lots have been established, and three of the largest vehicle storage lots have been forced to close due to zoning conflicts. The most recent example is the Vehicle Storage lot at 650 Ward Drive which was forced by the City to close due to zoning issues. Consequently, another 150 RVs and boats stored on that lot have been displaced onto City streets and residential property.

I have made repeated attempts to locate RV storage lots in Goleta, and to my knowledge there is now only one RV storage lot remaining in the City, and the survival of that single lot is also in question.

In conclusion:

(1) Over 300 RVs, boats, trailers and work trucks, displaced from closed RV storage lots in Goleta, are in need of vehicle storage locations within the City to enable compliance with the City's Large Vehicle parking regulations.

(2) As the current draft zoning ordinance restricts RV storage lots to just a few parcels zoned IS and IG, it is highly unlikely that any more RV storage lots will be developed in the City unless RV storage is allowed in additional Base Zoning Districts.

(3) RV storage is a very low impact land use, and is compatible with most other zoning districts.

(4) By adding RV storage as an allowed use to Office (BP, OI) and Commercial (CC, CI, CG) Zoning Districts, one or more RV storage lots can be established and City residents will be able to comply with the City's large vehicle parking restrictions.

Thank you for your consideration of this matter.

Sincerely,
William Master
472 Daytona Drive
Goleta, CA 93117

April 7, 2019

To Members of the Planning Commission:

Jennifer R. Smith, Chair

Robert K. Miller, Vice Chair

Ed Fuller, Commissioner

Katie Maynard, Commissioner

Bill Shelor, Commissioner

I have a problem with the proposed Zoning Ordinance relating to parking of RVs and trailers on residential property.

Here is the relevant text from the current proposed Zoning Ordinance:

Trailers and Recreational Vehicle Parking/Storage.

Trailers and recreational vehicles may be parked/stored in any setback area, subject to the following provisions:

- a. The trailer or recreational vehicle must not project into the public right-of-way at any time.
- b. The trailer or recreational vehicle must be operable and have a current year's registration for operation on public streets.
- c. The trailer or recreational vehicle must not be occupied for living purposes.
- d. The trailer or recreational vehicle must be parked on a paved or gravel surface.
- e. Access is provided via a City-approved driveway approach along the street frontage.
- f. The trailer or recreational vehicle may only be parked or stored within the front setback where there is no existing driveway or other access to another portion of the property that can accommodate the trailer or recreational vehicle.

I want to focus on provisions (d) and (e).

I would first like to note that in the Ellwood area there are roughly 1 to 3 RV pads per block already installed. The majority of these pads meet Provision (d), but not (e) -- they "jump the curb" instead of using the property's driveway.

I would also like to remind the Commission that RVs and travel trailers, even when used extensively for trips, do not often make the journey between the street and parking pad. Unlike cars which go in and out of a driveway almost daily, RVs and trailers tend to be away from home for days or weeks at a time. Thus most RVs make the journey between the street and parking area at most only several times a month.

My first question is why "jumping the curb" is disallowed for RVs and trailers in light of the fact that they so seldom need to do so.

My second question is how you intend to handle all the property owners that already have pads that meet provision (d), but not (e). They have already installed proper parking, often at significant expense, that was code-compliant at the time of installation. These owners typically also use temporary removable ramps to ease the shock to their RVs and/or trailers, which has the salutary effect of also lessening the pounding on the pavement and curb as the RV jumps the curb.

If you wish to claim that "jumping the curb" causes rapid deterioration of either streets or curbs, I would like to see documentation of cases where this has occurred in Goleta. I walk and ride through many Goleta neighborhoods and have seen many deteriorated streets, but the deterioration I've seen is due to other factors, including tree roots, heavy traffic, and delayed maintenance.

If you wish to claim that the RV or trailer would be entering the street from an unexpected location, be advised that most already-existing pads are either adjacent to the property's driveway or the neighbor's driveway, but due to the turning radius of the vehicle it is not accessible from a driveway.

On a separate note, I have a question about Provision (f): it states "... other access to another portion of the property that can accommodate the trailer or recreational vehicle." However, Provision (e) is quite adamant that "Access is provided via a City-approved driveway approach along the street frontage." So what other access do you have in mind?

Thank you for your time and attention,

Dana Trout
339 Coronado Drive