

## ATTACHMENT D: COMPREHENSIVE PLAN POLICIES

### A. Visual/Aesthetic Resources

#### Land Use Element #3

*In areas designated as urban on the land use map and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation, and diverse housing types shall be encouraged.*

#### Goleta Community Plan

***Policy VIS-GV-1:** The county shall, through its discretionary and design review process, ensure the maintenance and where necessary the improvement of the quality in the design and landscaping of industrial, commercial, institutional, and residential facilities.*

***Policy VIS-GV-2:** All new development projects along the Hollister Avenue corridor shall be reviewed by the County Board of Architectural Review. Structural development along Hollister Avenue should minimize impacts on existing view corridors from the Hollister corridor.*

***Policy VIS-GV-3:** Maintenance and expansion of Goleta's tree population shall be a high priority in the Goleta planning area. The county shall encourage projects which expand onsite and offsite provision of appropriate tree plantings, both in terms of quantity and species diversity.*

***Policy VIS-GV-6:** Outdoor lighting in Goleta shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.*

***Development Standard VIS-GV-1.1:** All new development with major outdoor lighting should be illuminated with only fully shielded lighting with low glare design.*

### B. Traffic and Circulation

#### Goleta Community Plan

***Roadway Standards:** A project's consistency with [the Goleta Community Plan] shall be determined as follows:*

*a. For roadways where the Estimated Future Volume does not exceed the acceptable capacity, a project would be considered consistent with this section of the community plan if the number of ADTs contributed by the project would not cause an exceedance of acceptable capacity.*

*b. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the community plan only if:*

*1) the number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or*

*2) if the project provides a substantial contribution to a high priority alternative transportation project (or projects) as identified in the GTIP that:*

- a) substantially improves the alternative transportation network,*
- b) has a reasonable relationship to the project, and*
- c) is proportional to the size and extent of the project's impact on Goleta's transportation system.*

*c. For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be considered consistent with this section of the community plan only if:*

*1) the number of ADTs contributed by the project to the roadway does not exceed 50 ADTs, or*

*2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:*

- a) substantially improves the alternative transportation network,*
- b) has a reasonable relationship to the project, and*
- c) is proportional to the size and extent of the project's impact on Goleta's transportation system.*

*Intersection Standards:*

*a. Intersection capacity is stated in the terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume to capacity ratio (V/C) of 1.00 equal to gridlock, a V/C ratio of .90 equal to LOS E, on down to a V/C ratio of .70 equal to LOS C and a V/C ratio of .50 equal to LOS A.*

- 1. Projects contributing Peak Hour Trips to intersections that operate at a Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.*
- 2. For intersections operating at an estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.*
- 3. For intersections operating at an estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.*

4. *For intersections operating at an estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.*
  5. *For intersections operating at an estimated future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.*
  6. *For intersections operating at an estimated future level of Service F, no project shall result in a change of V/C ratio greater than 0.01.*
- b. *Notwithstanding the standards in subdivision a, above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.*
- c. *In order to make a finding of consistency with the Community Plan where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, the project shall be required to either:*
- 1) *construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above,*
  - 2) *if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:*
    - a) *substantially improves the alternative transportation network,*
    - b) *has a reasonable relationship to the project, and*
    - c) *is proportional to the size and extent of the project's impact on Goleta's transportation system.*
  - 3) *provide for a County-approved combination of the above.*
- d. *These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.*

***Policy CIRC-GV-4:*** *New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between new residential development and adjacent and nearby commercial uses and employment centers.*

***Policy CIRC-GV-8:*** *Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.*

**C. Biological Resources:**

Goleta Community Plan

**Policy BIO-GV-16:** *To the maximum extent feasible, "protected trees" shall be preserved. Protected trees are defined for the purposes of this policy as mature native trees that are healthy and structurally sound and have grown into the natural stature particular to the species.*

**DevStd BIO-GV-16.1:** *All existing "protected trees" shall be protected from damage or removal by development to the maximum extent feasible.*

**DevStd BIO-GV-16.3:** *Where trees may be impacted by new development, a Tree Protection Plan may be required where either the project site contains native or other biologically valuable trees (e.g., oaks, willows, sycamores, cottonwoods, cypress, eucalyptus,) or where such trees on adjacent properties have drip lines which reach onto the project site. The requirement for a Tree Protection Plan may be modified or deleted where it can be found that no trees (proposed to be retained) would be potentially damaged by the project activities. This decision shall be based on the location of trees and the project's potential to directly or indirectly damage trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching or the proposed use of the property. The Tree Protection Plan shall be developed at the applicant's expense and should be prepared by a County approved arborist/biologist as determined to be necessary by the County. The plan must be approved by RMD prior to issuance of a CDP or LUP. The plan shall be included on all grading and building plans. The County's standard Tree Protection Plan is included in the Standard Mitigation Measures/Standard Conditions Manual.*

**Policy BIO-GV-17:** *Oak trees shall be protected to the maximum extent feasible. All land use development applications shall be processed in such a manner as to avoid damage to native oak trees. Regeneration of oak trees shall be encouraged*

**Policy BIO-GV-19:** *Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean and areas adjacent to such waters shall be minimized.*

**Policy BIO-GV-19.1:** *Additionally, the County shall take effective measures to control the introduction of fertilizers and pesticides into all coastal waters, including rivers, streams, coastal wetlands and intertidal areas.*

**DevStd BIO-GV-19.1:** *For all new development, sedimentation, silt, and grease traps shall be installed when necessary as determined by RMD, in paved areas to act as filters to minimize pollution reaching downstream habitats. These filters shall address short-term construction and long-term*

**DevStd BIO-GV-19.2:** *Washing of concrete, paint, or other equipment shall be allowed only in areas where polluted water can be contained during construction and in industrial settings operational impacts.*

