Agenda Item C.1
PUBLIC WORKSHOP
Meeting Date: January 26, 2026

TO: Chair and Members of the Planning Commission

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

PREPARED BY: Anne Wells, Advance Planning Manager
Andy Newkirk, Supervising Planner
Cam Audras, Assistant Planner
Molly Cunningham, Assistant Planner
Rachel Hollander, RRM Design Group

SUBJECT: Local Coastal Program Workshop 3

RECOMMENDATION:

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

BACKGROUND:

This January 26, 2026 workshop is the third workshop to discuss the City's Local Coastal Program (LCP). The first workshop occurred on December 8, 2025, and the second occurred on January 12, 2026. The staff report for Workshop 1 provided detailed background on the California Coastal Act, LCPs, permit authority in the Coastal Zone, the City's General Plan / Coastal Land Use Plan as a foundation for a future LCP, the significance of LCP certification, and California Coastal Commission staff review of the General Plan / Coastal Land Use Plan. Additionally, three topic areas were included where Coastal Commission staff proposed revisions to the City's General Plan / Coastal Land Use Plan: Archaeology and Paleontology, Environmentally Sensitive Habitat Areas (ESHA), and Oil and Gas.

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

DISCUSSION:

Workshop 3 continues the review of Coastal Commission staff-proposed revisions to City General Plan / Coastal Land Use Plan policies related to Safety (Coastal Hazards) and Visual Resources. Workshop 3 will utilize the information provided in the January 12, 2026 workshop staff report. The staff report is provided as Attachment 1.

NEXT STEPS:

Staff will return to Planning Commission for another LCP workshop on February 9, 2026. At this upcoming workshop, additional topic areas will be discussed.

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

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

LEGAL REVIEW BY: Winnie Cai, Assistant City Attorney

APPROVED BY: Peter Imhof, Planning and Environmental Review Director

ATTACHMENTS:

1. January 12, 2026 Local Coastal Program Workshop 2 Staff Report, Excluding Attachment 5 (Staff Presentation)

2. Staff Presentation

ATTACHMENT 1

January 12, 2026 Local Coastal Program Workshop 2 Staff Report, Excluding Attachment 5 (Staff Presentation)

Agenda Item D.1
PUBLIC WORKSHOP
Meeting Date: January 12, 2026

TO: Planning Commission Chair and Members

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

PREPARED BY: Anne Wells, Advance Planning Manager
Andy Newkirk, Supervising Planner
Cam Audras, Assistant Planner
Molly Cunningham, Assistant Planner
Rachel Hollander, RRM Design Group

SUBJECT: Local Coastal Program Workshop 2

RECOMMENDATION:

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

BACKGROUND:

This January 12, 2026 workshop is the second workshop to discuss the City's Local Coastal Program (LCP). The first workshop occurred on December 8, 2025. The staff report for that workshop provided detailed background on the California Coastal Act, LCPs, permit authority in the Coastal Zone, the City's General Plan / Coastal Land Use Plan as a foundation for a future LCP, the significance of LCP certification, and California Coastal Commission staff review of the General Plan / Coastal Land Use Plan. Additionally, three topic areas were included where Coastal Commission staff proposed revision to City General Plan / Coastal Land Use Plan: Archaeology and Paleontology, Environmentally Sensitive Habitat Areas (ESHA); and Oil and Gas. The staff report for the December 8, 2025 workshop, without associated attachments, is provided as Attachment 1 for reference purposes.

Workshop 2 continues the review of Coastal Commission staff-proposed revisions to City General Plan / Coastal Land Use Plan policies that are intended to serve as the Coastal Land Use Plan (CLUP) portion of the City's LCP.

DISCUSSION:

This LCP workshop addresses Coastal Commission staff-proposed revisions to the following three policy topics: Public Access, Safety (Coastal Hazards), and Visual

Resources. These topic areas will be the focus of discussion and feedback from the Planning Commission and the public. This staff report highlights the more significant proposed policy revisions. However, any of the proposed revisions included in the policy tables in staff report Attachments 2 through 4 may be discussed at the workshop. The questions listed at the end of each topic area are intended to guide the discussion and are designed to solicit feedback from each Planning Commissioner, while also providing the public with guidance and opportunities to share input on the same topics.

Public Access

Within Chapter 3 of the Coastal Act, protection of public access is governed by Coastal Act Sections 30210-30214. Coastal Act Section 30210 provides the general framework for public access in the Coastal Act by stating, in part, that:

> *[M]aximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

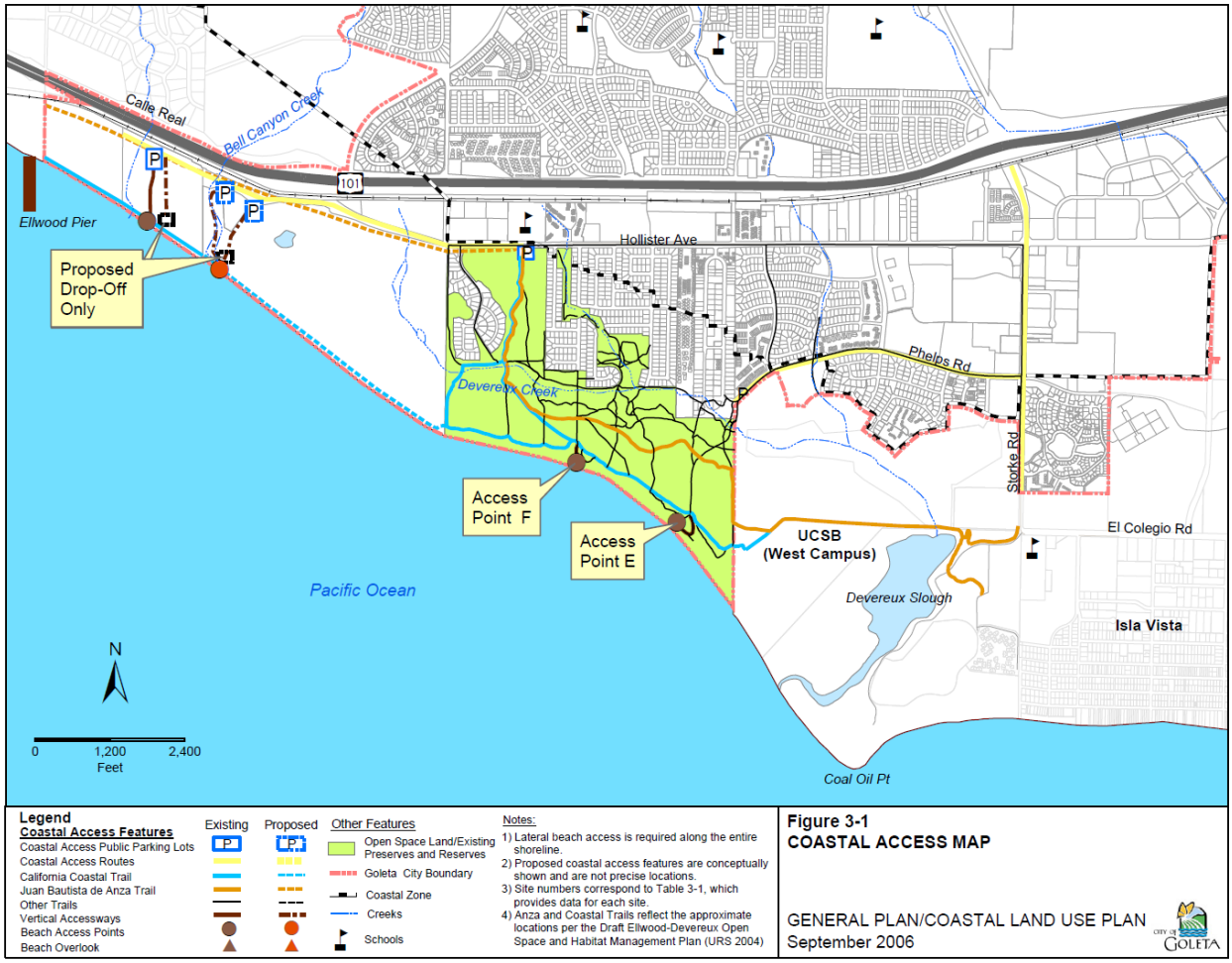
Of note for the discussion below regarding the provisions of public access in new development, Coastal Act Section 30212(a) states:

> *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected.*

The concept of "public access" within the Coastal Act also includes access to low cost visitor and recreational facilities, as noted in Coastal Act Section 30213: "*[l]ower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred*."

The City's existing public access policies can be found in the Open Space Element. Additional relevant policies, specifically related to visitor-serving facilities and uses, can be found in the Land Use Element.

The City has policies and maps outlining expectations for vertical and coastal access along the City's coastline. Lateral access is the right of access and use by the public of areas that are generally along and parallel to the shoreline. The City's lateral coastal access policies can be found in Policy OS 1 (Lateral Shoreline Access). Vertical access relates to areas generally perpendicular to the beach and shoreline that provide access to beach and shoreline areas from public street rights-of-way or parking areas. The City's vertical access policies can be found in Policy OS 2 (Vertical Access to the Shoreline). The City's existing and planned coastal access is shown in Figure 3-1 (Coastal Access Map) of the General Plan. Currently, on Ellwood Mesa, the alignment is on the blufftop (as shown above in Figure 3-1 of the General Plan below) and in the Ellwood-Devereux Coast Open Space and Habitat Management Plan. Currently along Sandpiper Golf Course, lateral access is conceptual and not required but encouraged.



Coastal Commission staff's recommended policy revisions related to public access are provided in Attachment 2. Coastal Commission staff proposed an overhaul to the structure and requirements for the City's approach to coastal access. Most notably, Coastal Commission staff proposed a new Policy OS 0 entitled "Coastal Access Program." This new policy would incorporate some existing policy concepts in the City's Open Space Element and adds several new subpolicies. Highlights of proposed Policy OS 0 and other proposed changes related to public access are described below.

Parallel Lateral Access Alignments

Coastal Commission staff revisions within the proposed subpolicy OS 0.1 would require lateral access along coastal properties. Specifically, the revisions would require a double (or parallel) alignment for lateral access, along both the bluff-tops and beach. Several proposed changes are included to make this approach obligatory. For instance, within subpolicy OS 1.7, provision of a lateral bluff-top access easement or offer to dedicate easements would become a mandate. Also, within that subpolicy, the expectation of parallel alignments is articulated. As a practical matter, this requirement would apply to two bluff-top private properties: the Ritz-Carlton Bacara and Sandpiper Golf Course.

Of note, this requirement would be limited so that the extent of access provided would have a nexus to project impacts and the access requirement would be roughly proportional to the extent of the impacts. However, that determination would be a factual question in any given case.

Additionally, for City-owned property within the Ellwood-Devereux Open Space Area, the requirement for parallel lateral access trails is proposed by Coastal Commission staff to be included in Policy OS 5 (Ellwood-Devereux Open Space Area). Note that this change may necessitate an amendment to the longstanding Ellwood-Devereux Coast Open Space and Habitat Management Plan (2004) and may expand the scope of required trails and related expenses to existing and future Public Works trail programs on Ellwood.

Access Mandates Specific to the Sandpiper Golf Course

In addition to the requirements above, Coastal Commission staff recommended an amendment to subpolicy LU 9.3 specifically about the Sandpiper Golf Course site. Currently, this subpolicy includes language supportive of lateral bluff-top access and connecting such access to a now derelict, eroded access road formerly serving the State Lease PRC 421 piers/wells, which have since been removed and no longer exist. Coastal Commission staff's proposed revisions mandate both bluff-top lateral access and connecting this lateral access to the beach below.

Vertical Coastal Access Timing

The City currently identifies a preference for vertical accessways to be open 24 hours a day within subpolicy OS 2.8. However, this subpolicy allows for deviations from that requirement when considering nearby neighborhoods and land uses and that the specific hours for coastal access would be outlined in specific Coastal Development Permits. Coastal Commission staff-proposed revisions to this subpolicy include a mandate that coastal access be available at all times (with the exception of the City's public parking lot for Ellwood Mesa). Mandating 24/7 access could create safety concerns for private property owners, a specific consideration included in Coastal Act Section 30212(a), and could disincentivize possible new vertical access opportunities.

Low-Cost Accommodations

As noted above, the public access policies of the Coastal Act go beyond the requirements for lateral and vertical coastal access to consider lower cost visitor and recreational facilities. As such, Coastal Commission staff proposed new subpolicies focusing on accommodating the lower-cost lodging requirement. These proposed revisions are reflected in subpolicies LU 9.1 (specifically related to the Ritz-Carlton Bacara site), OS 10.4 and 10.5.

Coastal Commission staff proposed subpolicy OS 10.4, which would mandate that any new or redeveloped moderate- or high-cost overnight accommodations provide at least 25% of those accommodations at "lower-cost." Lower-cost would mean the price for a night's lodging would be set below market rate. Proposed subpolicy OS 10.5 specifies how the "lower-cost" rate would be calculated. While proposed subpolicies OS 10.4 and 10.5 outline what could be charged for certain rooms, these rooms would not be limited to lower-income guests. Coastal Act Section 30213 makes clear that the Coastal Commission cannot "*establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals…*"

The proposed changes in subpolicies OS 10.4 and 10.5 would limit the earning potential of the lodging use and would also impact the City's collection of Transient Occupancy Tax (TOT), if changes are proposed to lodging uses. While subpolicies OS 10.4 and 10.5 do not specifically mention the Ritz-Carlton Bacara, these policies would only currently apply to that site, as that is the only current overnight accommodation use in the City's Coastal Zone. However, future lodging uses could be proposed with a rezone of a given property and also be subject to these proposed requirements.

Question 1: Do you support requiring parallel lateral public access along the coast?

Question 2: For Sandpiper Golf Course, do you support specific and more onerous public access mandates?

Question 3: Should the City mandate that vertical coastal access be available at all times of day (24 hours)?

Question 4: Should the City implement a lower-cost requirement on coastal lodging uses (e.g., the Bacara) at the time of new development and redevelopment? Or seek only to apply this requirement to future lodging uses and/or allow greater flexibility in how a lodging use will provide lower-cost accommodations?

Question 5: Is there other feedback for City staff to consider moving forward regarding public access in the City's Coastal Zone?

Safety (Coastal Hazards)

Within Chapter 3 of the Coastal Act, coastal hazards are discussed in Coastal Act Section 30253, which states in part:

> *New development shall do all of the following:*
>
> *(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
>
> *(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

The use of protective structures noted above in Coastal Act Section 30253(b) is also addressed in Coastal Act Section 30235, which states in part:

> *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.*

Senate Bill 1 (2021) added a new section to the Coastal Act, Section 30270, which specifically focuses on sea level rise and states:

> *The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.*

The City currently maintains hazards-related policies throughout the Safety Element. As part of the City's Coastal Commission grant discussed in the Background section of the December 8, 2025 staff report, the City prepared and adopted a Coastal Hazards Vulnerability and Fiscal Impact Report on December 1, 2015. The Report provides details about potential impacts from future sea level rise and the associated vulnerabilities in the City.

Earlier in 2025, the City also adopted a new climate hazards policy in the Safety Element (SE 12: Climate Change Hazards and Adaptation) and two new implementation actions to address climate hazards (SE-IA-6: Climate Action and Adaptation Plan and SE-IA-7: Climate Hazards Assessment Ordinance). However, these updates were adopted after the most recent round of Coastal Commission staff review of City policies.

Coastal Commission staff's proposed changes related to coastal hazards are provided in Attachment 3. Several key issues are discussed below.

Use of Best Available Science

As noted above, the City has General Plan implementation actions to further analyze and plan for climate hazards, which include sea level rise impacts, and to develop regulatory requirements for analysis of climate hazards as part of development applications. However, these efforts are expected to occur at a later date and Coastal Commission staff provided recommendations for more immediate implementation without the benefit of expanded climate hazards and sea level rise studies.

Among the changes proposed by Coastal Commission staff is to utilize "best available science" to analyze climate-induced impacts, and specifically when considering sea level rise. This emphasis on best available science is explicit in Coastal Commission staff proposed subpolicy SE 1.4 (current subpolicy SE 1.3) related to site-specific hazards. The use of the most current science is also mentioned in a new proposed subpolicy SE 1.3 (Guidelines for Addressing Climate-Induced Impacts), twice in a new proposed subpolicy SE 2.9 (Monitor and Respond to Coastal Hazards), within subpolicy SE 6.1 (Map of Flood Hazard Areas – see below), and most explicitly in a new subpolicy SE X.X (Use of Best Available Science) which states in part that:

> *[t]he most current best available scientific information regarding the effects of long-term sea level rise at the time of application shall be used for all stages of planning, design, analysis, and review including any updated state guidance on best available science as published by the Ocean Protection Council or Coastal Commission.*

The City expects the need to use current information to analyze sea level rise impacts in order to implement Coastal Act Section 30270. However, reference to the Ocean Protection Council and Coastal Commission in proposed SE X.X above is significant. Note that the Coastal Commission has, over the past decade, adopted Sea Level Rise Guidance and updates to that guidance. This was done most recently in 2024. When this is done, Coastal Commission deems the update to reflect the best available science. Under the proposed language, the City would always be obligated to apply this updated guidance, even if the City disagreed with the guidance or the guidance made development infeasible in parts of the City.

Anticipated Life Expectancy of Development

Coastal Commission staff's proposed new subpolicy SE 1.5 (Anticipated Life Expectancy of Development) specifies that applications for new development would be required to analyze coastal hazards (and specifically impacts due to sea level rise) based on the anticipated life of the proposed development. Coastal Commission staff revisions would require coastal hazards and sea level rise studies for the following timeframes (anticipated life) for each type of development (unless a project-specific analysis identifies

a different anticipated life and/or the City modifies the anticipated life expectancy for a project):

- Temporary structures, moveable or expendable construction: 5 years
- Ancillary development or amenity structures: 25 years
- Mobile homes: 30 years
- Residential or commercial structures, accessory dwelling units, or manufactured homes: 75 years
- Critical infrastructure, subdivisions, and lot line adjustments that increase subdivision potential for any affected lot or increase the number of residentially developable lots than existed before the lot line adjustment: 100 years

Under this proposed approach, the "anticipated life" of the development would be used to analyze coastal hazard impacts on the development. This analysis would be included in a coastal hazards report and would look at the sensitivity of the proposed project and project site to a range of projected sea level rise scenarios, using best available science (see above) for the anticipated life of the development. The range noted by Coastal Commission staff would need to include likely and extreme rises in sea level and storm events to assess project sensitivity to future water levels.[1] The study would need to contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from coastal hazards for the anticipated life of the proposed development.

This approach provides some flexibility to adjust the analysis for different types of development but also would create a significant level of uncertainty for an applicant on what type of analysis would be needed to satisfy the requirements of the revised Safety Element policies.

Bluff Retreat

The City currently requires, pursuant to subpolicy SE 2.1, that new permanent buildings be setback from bluff tops 130 feet to account for potential bluff retreat over a 100-year timeframe of one foot per year plus an additional 30 feet. For the 130-foot setback standard, reductions are allowed if a project-specific analysis shows that the average annual bluff retreat rate is less than one foot per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard.

As noted in the Coastal Hazards Vulnerability and Fiscal Impact Report (described above), and based on historic data, the City's one foot per year assumption for bluff retreat

[1] Note that since the Coastal Commission staff last gave the City feedback, the Coastal Commission updated its "Sea Level Rise Policy Guidance" (on November 13, 2024). This update aligned the Coastal Commission with the Ocean Protection Council (OPC) 2024 update to the State of California Sea Level Rise Guidance (OPC Guidance). The OPC Guidance notes that the most precautionary approach, when feasible, is to evaluate Intermediate, Intermediate-High, and High Scenarios to assess a spectrum of potential sea level rise impacts, consequences, and responses (without analysis of an extreme scenario). The range of sea level rise by 2100 for the Intermediate to High Scenarios in the OPC Guidance is 3.1-6.6 feet.

is greater than that documented in the City's historic shoreline change analysis. Retreat rates calculated between 1933 and 2010 were found to range from 0 inches per year to 11.4 inches per year.

Coastal Commission staff proposed changes to bluff setback standards in subpolicy SE 2.1. Their proposed calculation for the bluff setback consists of the sum of the following:

1) 100 times a conservative annual rate of bluff retreat of one foot per year, plus
2) An escalation of the historic annual rates that account for a range of projected sea level rise scenarios, plus
3) A geologic safety factor, using either: a conservative estimate of potential slope failure, or a safety factor of 1.5, whichever results in a larger bluff setback.

Under the first component of the methodology, the proposed policy assumes a 100-year anticipated life of development, a deviation from the approach proposed for subpolicy SE 1.5 discussed above. Under the second component of the methodology listed above, if multiple sea level rise scenarios are prepared, the City would need to include the additional buffer based on the highest scenario used, as the City could not apply a buffer range for a specific development proposal. It is possible that this escalated rate could greatly increase the bluff setback required for the three coastal bluff-facing properties in Goleta (Bacara, Sandpiper, and Ellwood Mesa). However, until a future time when these calculations are made, the true impact of the proposed revisions to subpolicy 2.1 are unclear. Additionally, there currently is no indication that the City's existing, brightline standard is inadequate to address coastal hazards.

Floodplain Analysis

The City relies upon current federal flood maps when analyzing new development. As part of this analysis, the City applies a 50-foot setback from streambanks and flood control channels (in existing subpolicy SE 6.6). Additionally, pursuant to subpolicies SE 6.1 and SE 6.4, when proposed development is within the existing 100-year floodplain, the City requires development to be designed so as not to obstruct flood flow, displace floodwaters onto other properties, or be subject to flood damage.

Coastal Commission staff's revisions completely eliminate the 50-foot setback in subpolicy SE 6.6 (as this would be unnecessary since the riparian ESHA setback is proposed by Coastal Commission staff to be 100 feet without a possibility for a reduction) and expands the floodplain analysis the City currently requires.

Specific to subpolicy SE 6.1, Coastal Commission staff-proposed revisions would broaden the analysis beyond existing federal floodplains to include future floodplains based on changes to future conditions caused by climate change, such as sea level rise and changes in precipitation. These future floodplains have not been mapped at this time. Additionally, Coastal Commission staff added to this policy consideration of "flood inundation areas" and "wave impact areas." Wave impact areas are minimal within the City. The flood inundation areas would need to include the highest projected sea level

rise scenarios based on best available science for the anticipated life of the proposed development.

Coastal Commission staff also recommended that the limitations on development the City currently applies to the 100-year floodplain in subpolicy SE 6.4 apply within the future 100-year floodplain as well. Since the future 100-year floodplain (which incorporates impacts of future climate change such as sea level rise and greater storm events) has not been mapped at this point, the impacts on development are uncertain at this time.

Question 6: Do you support reliance on the best available science regarding sea level rise analysis from the Coastal Commission?

Question 7: Do you support the approach of utilizing anticipated life expectancy of development for purposes of analyzing coastal hazards?

Question 8: Should the City revise its approach to bluff development setbacks?

Question 9: Should the City expand the analysis of floodplain hazards to include, among other things, future 100- and 500-year floodplains?

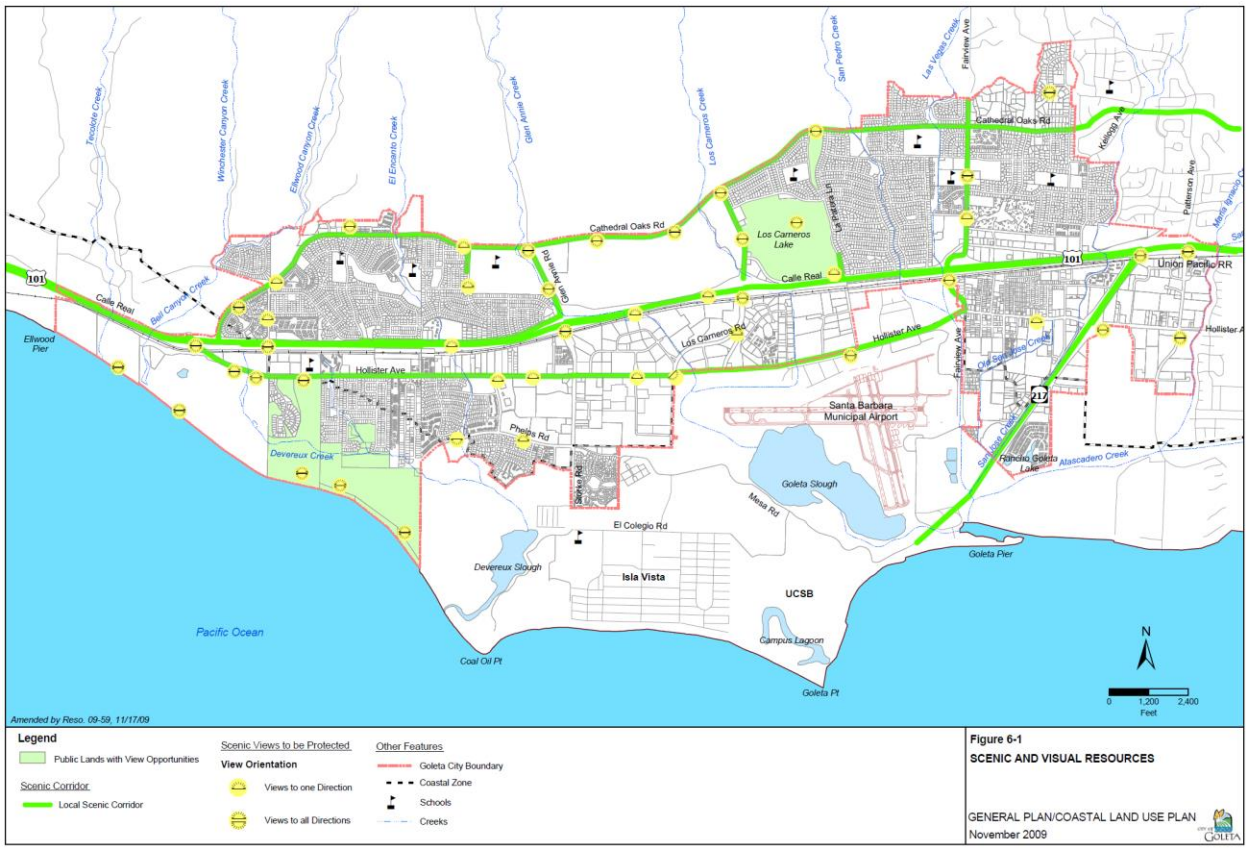
Question 10: Is there other feedback for City staff to consider moving forward regarding coastal hazards in the City?

Visual Resources

Within Chapter 3 of the Coastal Act, visual resources are discussed in Coastal Act Section 30251, which states:

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated … by local government shall be subordinate to the character of its setting.*

The City's existing visual resources policies are found in the Visual and Historic Resources Element. Specifically, Policy VH 1 considers scenic views and Policy VH 2 considers scenic corridors. The City aims to protect public and private views, with a focus on specific view points and corridors that are identified in the General Plan. Below is Figure 6-1 of the General Plan showing locations and directions of scenic views and corridors.



Coastal Commission staff proposed various changes to how the City considers impacts to visual resources. These proposed changes can be found in Attachment 4. Several key issues are discussed below.

Removal of Protections for Private Views

The City currently includes policies to support protection of both public and private views. Coastal Commission staff proposed focusing protections on public views with removal of reference to protections for private views. This change is shown within the "Objective" for Policy VH 1 (Scenic and Coastal Views). Some subpolicies within Policy VH 1 already focused on public views but existing policy still considers private views. Figure 6-1 above includes several protected scenic views on private property.

Views to be Protected

The City utilizes Figure 6-1, shown above, to identify the view locations to be protected. This approach is currently explained in subpolicy VH 1.2 (Scenic Resources Map). Coastal Commission staff proposed revising subpolicy VH 1.2 to expand protections to all "scenic resources." Scenic resources are described in subpolicy VH 1.1. Currently, subpolicy VH 1.1 includes an exhaustive list of scenic resources to be protected. However, Coastal Commission proposed to expand the scope of "scenic resources" in subpolicy VH 1.1 so that the list of scenic resources is not an exhaustive list. This amendment would leave open-ended what locations are entitled to view protections.

Least Impactful Alternative Requirement

As noted during the December 8, 2025 workshop, Coastal Commission staff proposed in several different locations an alternatives analysis for resource impacts and a requirement that the alternative with least significant adverse impacts to that resource be selected. Such a scenario can be found in Coastal Commission staff-proposed subpolicy VH 1.X (Siting and Design of New Development). In this subpolicy, Coastal Commission staff proposed a requirement that in a case where a project cannot avoid impacts to scenic resources and public views and there is no feasible alternative that can avoid such impacts, then the alternative that would result in the least significant adverse impact on scenic resources and public views shall be required.

Such a policy assumes an alternatives analysis that the City does not currently require. An alternatives analysis typically takes place within the environmental review of a project pursuant to the California Environmental Quality Act (CEQA). However, this new proposed subpolicy makes clear that this analysis could be required for projects (such as fences and landscaping) that would not require an alternatives analysis pursuant to CEQA. As such, the City would need to create a separate alternatives analysis process for development applications. This step could be a complicated and costly process to administer and apply.

Additionally, the mandate to select the alternative with the least significant impacts to visual resources may create a conflict with other requirements in Coastal Commission staff-proposed revisions. For example, if a project creates impacts to both visual resources and public access (see proposed subpolicy OS 0.3) and different alternatives have less impacts to those two resources, it is unclear which project could be approved.

Note that this least damaging alternative language is also used in a Coastal Commission staff-proposed amendment to subpolicy VH 4.15 (Site-Specific Visual Assessments).

Blufftop Visual Setbacks

The City does not have a specific bluff setback policy to protect visual resources (there is a bluff setback policy for safety reasons in subpolicy SE 2.1 – see discussion above). Coastal Commission staff proposed a new requirement to provide setbacks from the edge of the bluff to avoid and minimize visual impacts from the beach and ocean below in a new proposed subpolicy VH 1.X (Visual Blufftop Setback). The proposed subpolicy notes this setback could be greater than the setback required in subpolicy SE 2.1. As proposed, this setback distance is not defined and could be substantial if, as drafted, the views to be protected are for those on the beach and out in the ocean. This concept of protecting views from the beach and ocean would present a new concept in Goleta and is not considered in Coastal Act Section 30251 (“protect views to and along the ocean…”).

Question 11: Are you comfortable removing existing protections for private views?

Question 12: Do you support expanding, in undefined terms, the types of views to be protected within the City?

Question 13: Do you have concerns about creating an alternatives analysis for development projects and the requirement to mandate the least impactful to visual resources alternative?

Question 14: Are you supportive of creating a subjective bluff setback to support views from the beach and ocean?

Question 15: Is there other feedback for City staff to consider moving forward regarding visual resources in the City's coastal zone?

NEXT STEPS:

Staff will return to Planning Commission for another LCP workshop on January 26, 2026. At this upcoming workshop, additional topic areas will be discussed.

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

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

LEGAL REVIEW BY: Winnie Cai, Assistant City Attorney

APPROVED BY: Peter Imhof, Planning and Environmental Review Director

ATTACHMENTS:

1. December 8, 2025 Local Coastal Program Workshop Staff Report, Excluding Attachments

2. Public Access Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

3. Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

4. Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

5. Staff Presentation

ATTACHMENT 1

December 8, 2025 Local Coastal Program Workshop Staff Report, Excluding Attachments

Agenda Item B.1
PUBLIC WORKSHOP
Meeting Date: December 8, 2025

TO: Planning Commission Chair and Members

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

PREPARED BY: Anne Wells, Advance Planning Manager
Andy Newkirk, Supervising Planner
Cam Audras, Assistant Planner
Molly Cunningham, Assistant Planner
Rachel Hollander, RRM Design Group

SUBJECT: Local Coastal Program Workshop

RECOMMENDATION:

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

BACKGROUND:

The purpose of the workshops is to (1) introduce the Planning Commission and public to the concept and significance of a Local Coastal Program (LCP) and (2) get initial feedback from the Planning Commission and the public on draft LCP policies. This workshop presents draft policies by topic, including: archaeology and paleontology, environmentally sensitive habitat areas (ESHA), and oil and gas.

California Coastal Act

In 1972, California voters passed a voter initiative called the Coastal Conservation Initiative (Prop 20). Prop 20 created the California Coastal Commission (Coastal Commission) to make land use decisions in the Coastal Zone. In 1976, the State passed the California Coastal Act (California Public Resources Code Sections 30000 et seq.) (Coastal Act). The Coastal Act made the Coastal Commission a permanent agency with broad authority to regulate coastal development. The Coastal Act is a land use planning law that applies a specific set of land use planning principles and resource protection provisions within the Coastal Zone.

The Coastal Act defines the area of the coast that comes under the jurisdiction of the Coastal Commission as the "Coastal Zone." The Coastal Zone, set by the State, extends seaward to the state's outer limit of jurisdiction (three miles), including offshore islands.

In general, the Coastal Zone extends inland 1,000 yards (or a little more than one half mile) from the mean high tide line of the sea, but is wider in areas with significant estuarine, habitat, and recreational areas, and narrower in developed urban areas. A map of the City displaying areas of the City within the Coastal Zone is provided as Attachment 1.

The Coastal Zone includes approximately 19.0% of the City by area and 12.8% of all parcels within the City. Three of the City's larger coastal properties are directly adjacent to the Coast: the Ritz-Carlton Bacara, Sandpiper Golf Course, and the City-owned Ellwood Mesa Open Space.

The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the Coastal Zone. Development activities, which are very broadly defined by the Coastal Act, generally require a coastal development permit (CDP) from either the Coastal Commission or the local government. The Coastal Commission maintains permit authority over most CDPs until the local government has a certified LCP. To date, the City does not have a certified LCP but has adopted a General Plan/Coastal Land Use Plan (General Plan) and implementing zoning intended to serve as the foundation for the LCP.

Local Coastal Programs (LCPs)

The Coastal Act requires that local governments develop LCPs that can carry out policies of the California Coastal Act at the local level. LCPs are land use planning documents that lay out a framework for development and coastal resource protection within a city or county's Coastal Zone area. An LCP is prepared by the local jurisdiction and submitted to the Coastal Commission for certification. The Coastal Commission's standard of review for an LCP is consistency with the policies of Chapter 3 of the Coastal Act. Chapter 3 includes specific emphasis on:

- Public Access, with an emphasis on access to and along the coast and low-cost visitor and recreational uses
- Coastal Recreation
- Marine Environment, including the protection of water quality
- Environmentally Sensitive Habitat Areas
- Agriculture and Timberlands
- Archaeological and Paleontological Resources
- Scenic and Visual Resources
- Industrial Development
- Sea Level Rise

Each LCP includes a Coastal Land Use Plan (CLUP), which contains policies, and an Implementation Plan (IP), which includes accompanying measures to implement the plan (such as zoning ordinances, zoning district maps, and other implementing actions). LCPs specify the appropriate kinds, location, and intensity of uses of land and water in the Coastal Zone portion of a local government's jurisdiction.

Once the Coastal Commission has certified a jurisdiction's LCP, amendments to the CLUP or IP are considered LCP amendments, which must also be certified by the Coastal Commission prior to those amendments becoming effective.

Permit Authority in the Coastal Zone

While the City's policy and regulations are in effect citywide, the City has relatively limited permit authority in the Coastal Zone, until its LCP is certified. Pursuant to the Coastal Act, the City can only approve and issue CDPs in the Coastal Zone once the Coastal Commission has certified its LCP. Following certification, the Coastal Commission retains appeal authority over City-approved CDPs for certain development, such as development located (1) between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance, nor (2) within 100 feet of any wetland, estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.

Currently, in practice, rather than issue CDPs, the City reviews all proposed development in the Coastal Zone "in concept" under the City's General Plan authority and existing zoning regulations found in Title 17 (Zoning) of the Goleta Municipal Code. After this "in concept" review, the applicant (including at times the City) needs to go to the Coastal Commission for the actual CDP.

Once the City has a certified LCP, the City would be able to approve and issue CDPs, rather than conduct a review "in concept." There is one exception to this transfer of permit authority. After LCP certification, the Coastal Commission retains permit jurisdiction for CDPs involving development on tidelands and lands where the public trust may exist.

Even with a certified LCP, the Coastal Act provides for appeals of locally approved CDPs to the Coastal Commission. There are four categories of CDPs that are appealable to the Coastal Commission, which would be relevant to the City:

- Development located between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- Development located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- Development located in a "sensitive coastal resource" area. These areas include: Special marine and land habitat areas, wetlands, lagoons, and estuaries; Areas possessing significant recreational value; Highly scenic areas; Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer; Special communities or neighborhoods which are significant visitor destination areas; Areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons; and Areas where divisions of land could substantially impair or restrict coastal access.

- Development constituting a major public works project (including a publicly financed recreational facility and/or a special district development) or a major energy facility.

The first two of the above-noted categories are more objectively mappable. Prior to the City's incorporation, Santa Barbara County mapped the appeals jurisdiction in the Coastal Zone area that is now in the City. The boundaries of the appeals jurisdiction based on these two categories are provided in Attachment 2. As shown on that map, the vast majority of the City's Coastal Zone area will remain in the appeals jurisdiction.

In summary, the City currently issues CDPs in-concept, followed by review, approval and issuance by the Coastal Commission. After LCP certification, the City would be able to issue many CDPs directly, without Coastal Commission review. Some CDPs would still need Coastal Commission approval and issuance and certain City-approved CDPs would be appealable to the Coastal Commission as well.

The Foundation for the City's LCP

The City's General Plan was originally prepared to serve as the CLUP, the policy document of the City's LCP. The formal title of the General Plan, the "Goleta General Plan/Coastal Land Use Plan," makes this intent clear. It is described in Section 1.5 of the General Plan, entitled "Combined General Plan and Coastal Land Use Plan." As detailed in that section,

> [t]he text of the [General Plan], including informational sections as well as policies, distinguishes portions that are General Plan only as [GP], portions that are Coastal Land Use Plan only as [CP], and portions that are both General Plan and Coastal Land Use Plan provisions as [GP/CP]. This convention allows for variation in the content or detail of policies between coastal and inland areas when appropriate. Only those provisions that are designated [CP] and [GP/CP] are intended to be certified by the California Coastal Commission.

While the General Plan was prepared for certification as the policy portion of the City's LCP, the City did not formally submit for LCP certification after adoption of the General Plan in 2006 because regulations aligning with the General Plan had not yet been adopted.

Significance of Certification for the City

As noted above, the City is under a statutory obligation to prepare an LCP. As a practical matter, the City would gain permit authority in the Coastal Zone with certification of an LCP. This would potentially streamline permitting of development projects for properties owners in the Coastal Zone.

However, it is critical that the City ensure that any amendments to the General Plan needed to attain certification fit within the development context of the City. Additionally,

once the LCP is certified, the City will have less flexibility to make changes to policy and regulation in the Coastal Zone. Any future amendments to the LCP would require Coastal Commission certification, which would likely take over a year to process. Of note, the Coastal Commission could outright reject, or amend, the amendments the City seeks.

Coastal Commission Staff Review of the General Plan

On May 6, 2014, City Council approved an agreement with the Coastal Commission for an LCP grant. The grant included, among other tasks, an assessment of the City's existing General Plan policies (serving as the CLUP) by Coastal Commission staff for Coastal Act consistency. Through this process, the City received extensive proposed revisions to all elements, except the Noise and Housing Elements, of the General Plan. City staff and Coastal Commission staff conducted a back-and-forth review of suggested policy revisions ending in 2016, when the grant concluded. Further informal review continued after the grant expired, with the most recent feedback from Coastal Commission staff in March 2025. Coastal Commission staff review was done through the review of ten tables organized by topic area. The topics areas, which align to some degree with the Chapter 3 topics listed above, included:

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

The topics above were reviewed in table format, where all General Plan policies relevant to that topic area were included. To date, Coastal Commission staff has reviewed almost all of the City CLUP policies included in the tables mentioned above.

Workshop Question 1: Are there any questions or comments on the background information before discussing specific topics?

DISCUSSION:

This LCP workshop will cover the background information provided above and delve into the first three topics: Archaeology and Paleontology, Environmentally Sensitive Habitat Areas (ESHA); and Oil and Gas. At the workshop, these topic areas will be the focus of discussion and feedback from the Planning Commission and the public. The questions listed at the end of each topic area are intended to guide the conversation and elicit feedback. The remaining topics will be reviewed with the Planning Commission and the public at subsequent workshop(s).

Archaeology and Paleontology

Within Chapter 3 of the Coastal Act, protection of archaeological and paleontological resources is governed by Coastal Act Section 30244, which states "*[w]here development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required*."

The City's existing archaeological (currently referred to as Native American) and paleontological resources policy is found in Policy OS 8 (Protection of Native American and Paleontological Resources) in the Open Space Element of the General Plan. Coastal Commission staff's review of Policy OS 8 is provided in Attachment 3. Below are highlights of proposed Coastal Commission staff revisions to Policy OS 8.

New Subpolicies

Three new subpolicies within OS 8 were proposed by Coastal Commission staff. The first, OS 8.X[1] (New Development), closely mirrors the requirements of Coastal Act Section 30244. The second, OS 8.9 (untitled), includes a prohibition of activities that do not typically need a permit but that could otherwise harm archaeological or paleontological resources. The third, OS 8.X (Native American Consultation Requirement) identifies tribal consultation requirements that are governed by other State laws other than the Coastal Act.

Clarifications

Coastal Commission staff's proposed edits are intended to make clearer that the term "cultural resources" incorporates both archaeological (Native American) and paleontological resources (see revised OS 8.1) with a clearer explanation of these terms. Throughout OS 8, revisions are proposed to clarify these terms and what must be done to protect and preserve these two types of resources.

Expanded Coordination and Consultation

As noted above, a new subpolicy OS 8.X outlining Native American consultation is proposed by Coastal Commission staff. The proposed subpolicy includes six instances when consultation is required, when:

1. Amending the General Plan
2. Adopting any specific plan,
3. Designating any land as open space,
4. Development may adversely impact Native American archaeological and/or cultural resources,
5. Preparing any mitigation plan to address adverse impacts to Native American archaeological and/or cultural resources, and

[1] Some new proposed subpolicies are not properly numbered at this point. Updated numbering would be prepared in anticipation of a hearing draft at a later date.

6. Releasing a negative declaration, mitigated negative declaration, or environmental impact report prepared for the project.

Categories 1 and 2 above reflect Senate Bill 18 (2004) consultation requirements. Category 6 is covered by Assembly Bill 52 (2014), requiring tribal consultation for the preparation of documents pursuant to the California Environmental Quality Act (CEQA). Categories 4 and 5 would be new obligations within the City's policy document. However, the City recently adopted cultural resources protection and procedures as Chapter 17.43 (Cultural Resources) of the Goleta Municipal Code. The requirements of Section 17.40.030, which include requirements for Preliminary Archaeological Assessment (PAA) and/or a Phase 1 Report, align with these categories. Category 3 represents an entirely new consultation requirement for the City.

Additionally, other amendments are proposed to expand consultation where a project has the potential to impact cultural resources. Currently, in subpolicy OS 8.5, if data recovery through excavation is the only feasible mitigation to address impacts of a project, the City must confer with the affected Native American nation or most likely descendants. Coastal Commission staff proposed expanding this meet-and-confer requirement to all Native American tribal groups by the Native American Heritage Commission for the area.

Paleontological Evaluation Report

Coastal Commission staff suggested adding a new application requirement, and potential follow-up requirements, for development regarding paleontological resources into existing subpolicy OS 8.4. A Paleontological Evaluation Report would be required for any development proposed in any area known or suspected to contain paleontological resources. At this point, it is unclear how the City would determine if an area has known or suspected paleontological resources and thus whether to require the Report. Coastal Commission staff proposed revisions would require all sites that are determined through the Paleontological Evaluation Report to potentially include paleontological resources to undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where paleontological resources have been found, research would need to be conducted to determine the extent of the paleontological significance of the site.

The City includes no similar requirements for development currently. Typically, impacts to paleontological resources are addressed through environmental review and potentially the inclusion of mitigation measures.

Question 2: Are there concerns regarding expanded archaeological coordination and consultation requirements?

Question 3: Are there concerns regarding a new requirement for a Paleontological Evaluation Report?

Question 4: Is there other feedback for City staff to consider moving forward regarding archaeology and paleontology in the City?

Environmentally Sensitive Habitat Areas

Within Chapter 3 of the Coastal Act, protection of archaeological and paleontological resources is governed by Coastal Act Section 30240, which states:

> *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
> *(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Other relevant Coastal Act provisions include Section 30230 (Maintenance and Restoration of Marine Resources), Section 30231 (Maintenance and Restoration of Water Quality), and Section 30233 (Diking, Filing, or Dredging of Waterways; Erosion Control).

The City currently maintains Environmentally Sensitive Habitat Area (ESHA) policies throughout the General Plan Conservation Element. Coastal Commission staff suggested extensive edits to the City's approach to preserving ESHA throughout the Conservation Element. These can be found in Attachment 4. Below is a summary of some of the most significant changes.

ESHA Buffer Sizes

The City requires buffers adjacent to ESHA. The purpose of ESHA buffers is to ensure the biological integrity and preservation of ESHA. The City applies distinct buffer distances for different types of ESHA through Policies CE 2-9. Within these buffers, development is limited (see discussion below). Coastal Commission staff provided amended policy language to create a uniform minimum 100-foot ESHA buffer in proposed subpolicy CE 1.8. For some ESHA, such as wetlands, this would result in no change. However, for other ESHA, this change would be significant. For native grassland, this would represent a ten-fold increase in the buffer distance. Additionally, some buffers may be reduced under the City's existing policies. Under Coastal Commission staff's suggested revisions, the only allowance for a reduction would be to enable the City to avoid a claim of taking of private property. In those instances, the buffer reduction is the minimum necessary to allow development necessary to avoid an unconstitutional taking of private property without just compensation. A table of the recommended changes by ESHA type is provided below:

ESHA Type	Existing Buffer (ft.)	Minimum with Reduction (ft.)	Proposed Buffer (ft.)	Proposed Reductions
Creek and Riparian	100	25	At least 100	None (except as necessary to avoid a taking[2])
Wetlands (Coastal Zone)	100	50	At least 100	None (except as necessary to avoid a taking)
Monarch Butterfly	100	50	At least 100	None (except as necessary to avoid a taking)
Native Grassland	10	NA	At least 100	None (except as necessary to avoid a taking)
Coastal bluff scrub, coastal sage-scrub, and chaparral.	25	NA	At least 100	None (except as necessary to avoid a taking)
Raptor	100; 300 for construction activities during nesting	Width of the buffer for adjacent development	At least 100; 500 for construction activities during nesting	None (except as necessary to avoid a taking)
Native Oak Woodlands or Savannas	None	NA	At least 100	None (except as necessary to avoid a taking)

Increased buffers may serve to the biological integrity and preservation of ESHA, depending on the circumstances and needs of the ESHA, but will also limit development potential throughout the Coastal Zone.

Uses in ESHA and ESHA Buffers

Currently, the City limits development in ESHA and ESHA buffers to the following types of development/use in subpolicy CE 1.6(c) and (d):

- Resource-dependent uses, such as public accessways and trails,
- Public road crossings,
- Utility lines,
- Resource restoration and enhancement projects,

[2] For references to avoid a taking, see Coastal Commission staff's proposed subpolicy CE 1.6b. The City continues to evaluate the language in this proposed subpolicy to ensure the language is sufficient and adequate.

- Nature education,
- Biological research, and
- Public Works projects as identified in the Capital Improvement Plan (CIP), only where there are no feasible, less environmentally damaging alternatives.

Coastal Commission staff suggested splitting allowed uses for ESHA (in proposed subpolicy CE 1.6) and ESHA buffers (in proposed subpolicy CE 1.6a), with more limitations with ESHA. Proposed uses within ESHA would be limited to resource-dependent uses (with an exception for repair and protection of existing public roads and access roads to lawfully permitted uses outside ESHA). Notably, this change removes CIP projects from allowed uses in ESHA, which may limit the City's ability to implement capital projects.

Within ESHA buffers, Coastal Commission staff suggested a larger set of allowed uses that include the following:

- Habitat restoration;
- Bio-swales or other bioengineered water quality features;
- Discharge of clean water;
- Erosion control measures (e.g., energy dissipaters before water is dispersed);
- Public access trails;
- Repair and maintenance of existing roads, trails, and utilities;
- Minimal fire hazard reduction necessary to meet the Fire Code requirements for existing development;
- Flood control or sediment management activities;
- Public works projects required to repair or protect existing public roads when there is no feasible alternative;
- An access road to a proposed use which could be found consistent with the LCP when there is no other feasible alternative to provide access to public recreation areas or development on a legal parcel; and
- Continued use and maintenance of an existing, lawfully established road or driveway to an existing, lawfully established use.

CIP projects that do not fit into one of these above-listed categories would be prohibited within ESHA buffers. Again, this could present a significant limitation on the City's ability to implement capital projects. Additionally, even when the uses above are allowed in ESHA buffers under the Coastal Commission staff's proposed approach, the allowed uses in ESHA buffers (except for public trails and habitat restoration) would only be allowed if (1) no other less environmentally damaging alternative exists that would avoid the need to undertake the proposed development within a buffer area; (2) the intrusion of the development into the buffer is the minimum necessary; (3) the impacts are mitigated; (4) the development would not adversely impact habitat values and that the remaining buffer will be sufficient to protect the adjacent coastal resources; and (5) the specific measures to be undertaken to mitigate the impacts of the development are sufficient to enhance the protective features of the remaining buffer area (such as, but not limited to,

removal of non-native species, plantings of locally native species, removal or replacement of nearby outdoor lighting contributing to light pollution).

Mitigation Ratios

The City requires new development to avoid impacts to ESHA. However, when impacts are unavoidable, the City requires those impacts to be fully mitigated. This typically means a project must restore ESHA in proportion to the amount of ESHA impacted by the project (as a ratio of restored area to impacted area). Currently, the exact mitigation ratio for a project is determined through a project-specific biological study. The City also requires that mitigation sites be monitored for five years and may be discontinued if mitigation fails. Coastal Commission staff proposed establishing explicit mitigation ratios for impacts to ESHA, in proposed subpolicy CE 1.7. These are outlined in the table below:

ESHA Type	**Existing Ratio**	**Proposed Ratio**
Creek and Riparian	NA (must be fully mitigated)	4:1
Wetlands	3:1	4:1 Permanent Impacts; 1:1 Temporary Impacts
Monarch Butterfly	NA (must be fully mitigated)	3:1
Native Grassland	NA (must be fully mitigated)	3:1
Coastal bluff scrub, coastal sage-scrub, and chaparral	NA (must be fully mitigated)	3:1
Raptor	NA (must be fully mitigated)	3:1
Native Oak Woodlands or Savannas	NA (must be fully mitigated)	3:1

In addition, Coastal Commission staff suggested a new provision that if a mitigation site is not successful in the first five years, that the site be monitored for longer than five years and a new site be utilized for mitigation, if need be. This could lead to long-term mitigation that could prove burdensome for the permittee.

Tree Protections

Current City policies protect native woodlands and require mitigation of impacts to mature native trees. Where impacts to mature native trees are unavoidable, mitigation of those impacts (including planting of replacement trees on site) is required. However, the specifics of the mitigation are not detailed in existing City policy or regulation. The General Plan includes an implementation action to develop a tree protection ordinance (CE-IA-4: Preparation of a Tree Protection Ordinance) that could address standards for heritage trees; public right-of-way trees; parking lot shade trees; native trees; protective buffer widths for native trees, tree protection zones, and mitigation ratios; street and parkway trees; and anti-topping.

Coastal Commission staff essentially recommended a new policy to address the items the City would have developed in a tree protection ordinance. New recommended tree protections proposed in CE 9 include: broadening protections to all “mature native or roosting/nesting trees that do not pose a threat to health and safety”; raising the standard for removal of protected trees (removal would only be allowed where no feasible alternative exists); and adding a new explicit mitigation ratio (10 replacement trees for every 1 tree removed).

Permeable Fencing

The City currently allows does not mandate fencing be permeable. Coastal Commission staff proposed new requirements for fencing in and adjacent to ESHA in subpolicy CE 1.9e. This new requirement would mandate fences to be wildlife-permeable. While this term is not defined, the concept would generally be to avoid fences as a migratory barrier for wildlife. Conversely, such fencing would also allow domestic pets to access ESHA.

Biological Study

The City currently requires a biological study for development applications within 300 feet of ESHA or with the potential to adversely impact ESHA. Coastal Commission staff recommended reducing the distance triggering a biological study to 200 feet in subpolicy CE 1.3 with some added requirements for these studies in proposed subpolicy CE 1.3a.

Additionally, Coastal Commission staff proposed a new application requirement for a development adjacent to monarch ESHAs or ESHA buffers. This requirement would mandate that the results of a current (within one year of application submittal) monarch butterfly protocol survey conducted by a qualified biologist during the monarch aggregation and roosting season window(s) be included in the required biological study. Because of the limited window for such a survey, this requirement could result in months-long delays in submitting a required biological study.

Question 5: Do you support creating a uniform 100-foot ESHA buffer?

Question 6: Are there concerns regarding further limits on allowable uses in ESHA and ESHA buffers?

Question 7: Do you support expanding tree protections and mandating specific mitigation ratios?

Question 8: Do you support mandating permeable fencing, when fencing is proposed, adjacent to ESHA?

Question 9: Do you have any concerns about the changes to the biological study requirements?

Question 10: Is there other feedback for City staff to consider moving forward regarding ESHA in the Coastal Zone?

Oil and Gas

Within Chapter 3 of the Coastal Act, oil and gas facilities are governed by Coastal Act Section 30262. Section 30262 states that new or expanded oil and gas development shall not be considered a coastal-dependent industrial facility and may be permitted only if found to be consistent with all applicable provisions of the Coastal Act and if certain additional requirements found in with Section 30262 are met.

Existing General Plan policies related to oil and gas facilities include subpolicy LU 9.2 (specific to the Ellwood Onshore Facility site); Policy LU 10, subpolicy SE 3.10, and Policy SE 8. These policies and subpolicies were reviewed by Coastal Commission staff and proposed revisions are provided in Attachment 5.

Updated Information

Many edits proposed by Coastal Commission staff are factual in nature and reflect the changed conditions of oil and gas facilities in Goleta since the General Plan was adopted in 2006. These edits include removal of references to Venoco, the previous owner of the Ellwood Onshore Facility (EOF) and Platform Holly, and the decommissioned status of the piers and wells associated with the PRC 421 lease.

Oil and Gas Processing Prohibition

A new subpolicy LU 10.X (New Oil and Gas Processing Facilities) proposed by Coastal Commission staff explicitly states that no new oil and gas processing facilities be permitted within the City. While this is a new policy, the City does include a similar prohibition in the City's zoning regulations in subsection 17.37.020 of the Goleta Municipal Code.

Abandonment and Restoration

Coastal Commission staff proposed revisions to subpolicy LU 10.2, regarding future abandonment of the Ellwood Onshore Oil and Gas Facility (EOF). Proposed language adds reference to planning for "Restoration" in addition to "Abandonment" of the site within subpolicy LU 10.2. This addition does not substantively change the LU 10.2 expectations in terms of abandonment of the site. Subpolicy LU 10.2(d) already makes clear that decommissioning of the EOF must include restoration of the EOF site to a natural condition or to a condition that is suitable for the uses and development that are allowed within the Open Space/Active Recreation use category designated for the property. Note that additional clarifying edits might be needed to make clear that the restoration discussed in subpolicy LU 10.2(d) aligns with the updated references to the "Abandonment and Restoration Plan" in subpolicy LU 10.2(a).

Coastal Commission staff also proposed a revision to subpolicy LU 10.4 to make clear the decommissioning of State Land Commission Lease 421 must include proper abandonment of the PRC 421 access road.

Question 11: Is there any feedback for City staff to consider moving forward regarding oil and gas uses in the Coastal Zone?

NEXT STEPS:

Staff will return to Planning Commission for another LCP workshop early in 2026. At this upcoming workshop, additional topic areas will be discussed.

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

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

Legal Review By:

_____
Winnie Cai
Assistant City Attorney

Approved By:

_____
Peter Imhof
Director of Planning and Environmental Review

ATTACHMENTS:

1. Coastal Zone Boundary Map

2. Retained and Appeals Jurisdiction Map

3. Archaeology and Paleontology Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

4. Environmentally Sensitive Habitat Areas (ESHA) Policies with Coastal Commission Staff Proposed Revisions in Undeline and Strikethrough

5. Oil and Gas Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

6. Staff Presentation

ATTACHMENT 2

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

Attachment 2: Public Access Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Public Access Policy Revisions
LU 3: Commercial Land Uses Objective: To provide lands in locations that are suitable, functional, attractive, and convenient for an appropriate mix and scale of ~~residential and business serving~~ commercial uses, including business and professional offices, retail trade, business services and, where appropriate, residential mixed uses; and to ensure that existing commercial recreation and other visitor-serving commercial opportunities are protected and future opportunities are established as a high priority.
LU 3.1: Commercial Land Use Categories Table 2-2 shows the permitted uses and recommended standards for building intensity in each of the commercial land use designations. The commercial use categories are intended to provide appropriate locations for business uses that serve neighborhoods, the community, the region, and the traveling public while seeking to minimize traffic congestion, visual, and other impacts on surrounding residential areas. The intent of each use category is further described by its respective subpolicy policy below ~~in the following sections~~.
LU 3.6: Visitor Commercial The purpose of this designation ~~This use category~~ is ~~intended~~ to ~~provide~~support the needs of visitors to the coast by providing for a variety of commercial uses of low to moderate intensity ~~often at or near scenic locations~~ that may serve as destinations for visitors~~.~~ and that are compatible with, and complement, adjacent recreational resource areas, scenic locations, special points of interest, visitor destinations, and special neighborhoods or communities, as applicable. Customers ~~are anticipated to~~may drive or be transported to these establishments by vehicles. ~~Development in Visitor Commercial areas~~The intensity of the commercial development shall be subordinate to the character of the surrounding areas and shall be designed in a manner that will limit encroachment into residential or resource areas and shall be consistent with all other resource protection provisions of the LCP. When located near the beach or other natural areas, public access to resource areas shall be required. ~~Transient lodging units such as~~ Uses shall include the following: resort hotels ~~that~~, motels, and restaurants. Uses, buildings, and structures customarily incidental and accessory to recreational facilities, including commercial uses and services, are ~~operated as hotel condominiums, time-shares, or under a fractional ownership model shall be~~ also permitted ~~uses, regulated through measures including but not limited to owner-occupancy limitations, to assure these accommodations are available without limitation to the general public and protect the City's transient occupancy tax base~~.
LU 6: Park and Open Space Uses Objective: To provide and ensure equitable access to land areas for public parks, recreation, and open space land uses and private recreational lands within the city and recognize the importance of their contribution to the overall quality of life in Goleta for all users.
LU 6.1: General Table 2-4 shows the Park and Open Space use categories, including permitted uses and recommended standards for building intensity for each category. ~~The two~~Two land use categories ~~are intended to~~ identify ~~appropriate locations for~~the location and allowed uses for open space, parks and ~~other~~ recreational uses: the Open Space/Active Recreation (OS-AR) land use designation with an emphasis on developed parks and active recreational uses and the Open Space/Passive Recreation (OS-PR) land use designation for open space and passive ~~recreation.~~recreational uses. Table 2-4 identifies the allowed uses in these park and open space use categories. The intent of each use category is further described ~~in the following sections~~by its respective subpolicy below.
LU 6.2: Open Space/Passive Recreation [GP/CP] ~~This use category~~ The purpose of this designation is ~~intended~~ to identify and ~~reserve~~preserve areas with significant environmental values or resources, wildlife habitats, significant views, and other open space values. It may be used to designate both private and public open space areas. ~~The category includes areas reserved for natural drainage courses that may be managed as part of the City's stormwater management program. The following criteria and standards shall apply to lands within this designation:~~ ~~a.~~ Open space lands ~~are intended to maintain the land~~shall be maintained in a natural condition in order to protect and conserve sensitive habitats~~.~~ ~~b. Resource~~ and accommodate public trails including segments of the California Coastal Trail (CCT). Allowed uses include: resource management activities~~, including, but not limited to,~~ such as habitat ~~restorations, are permitted.~~ ~~c. Minimal~~restoration or other measures intended to complement and benefit open space resource values; research and education; nature observation; minimal improvements to accommodate passive public use, such as trails, nature education, beach access, and public viewing areas~~,~~; and limited public access improvements such as parking, bathrooms, and trash facilities provided that such improvements are designed consistent with all other provisions of the GP/CLUP. Uses not permitted~~.~~

California Coastal Commission Staff Recommended Public Access Policy Revisions
~~d. Except for existing facilities,~~ under this designation include: active recreational uses involving structures or improvements to the land ~~shall not be permitted.~~ ~~e. Limited parking and public access improvements may be allowed provided that any adverse impacts on the associated resources are either avoided or mitigated~~.
LU 6.3: Open Space/Active Recreation [GP/CP] The purpose of t~~T~~his designation is ~~intended~~ to identify existing or planned areas for public parks and active recreational activities and facilities, such as playgrounds, picnic areas, tennis courts, ballparks, and sports fields. This ~~use category is~~designation also ~~intended to apply to~~encompasses significant private outdoor recreational facilities, such as golf courses and privately~~-~~owned parks that are open to the public. Individual recreational areas may include a mix of passive and active recreational features or improvements. ~~Appropriate~~The land use designation shall accommodate public trails including segments of the California Coastal Trail (CCT). One ancillary caretaker ~~facilities and residences~~residence may also be allowed ~~if~~where evidence is provided that: full-time care of the facilities is required, the development is located where public services are available, sited where development will have no adverse impacts on coastal resources, and it is consistent with the character of the existing and planned uses. ~~The designation may also include storm drainage facilities.~~
LU 9: Coastal-Dependent and -Related Uses (Key Pacific Shoreline Sites) [GP/CP] Objective: To designate lands in appropriate locations near or on the shoreline for uses that are dependent upon coastal locations and cannot readily be provided at inland sites, and to allow for coastal-related uses to be located within reasonable proximity to the coastal-dependent uses they support.
LU 9.1: Site #1 – Coastal Resort Parcels (Visitor Commercial) The Land Use Plan map designates the lands that comprise the Bacara Resort as Visitor Commercial. ~~This site is the only shoreline land in the City that is designated in this category or that is suitable for this type of use.~~ The requirements applicable to this property are as follows: a. The site shall continue to be used for ~~transient~~visitor-serving lodging~~, such as a hotel,~~ and ~~various~~associated facilities and services accessory to ~~transient~~the lodging, such as restaurants, retail shops, conferences and meetings, hotel-related events, recreational services, and other services that are dependent upon a coastal location, while ensuring the conservation and protection of coastal resources. b. Residential use shall be prohibited. c.~~All transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be limited to occupancy for no more than 30 consecutive days at any one time and shall be available for overnight stays by the general public.~~ ~~d. Transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall be a permitted use regulated by mechanisms such as owner-occupancy limits, to ensure that these accommodations are available to the general public.~~ ~~e. Approval of any proposal for transient lodging units such as hotels that are operated as hotel condominiums, time-shares, or under a fractional ownership model shall limit occupancy by owners of individual units to 30 or fewer consecutive days for any single stay and no more than 90 total days in any calendar year. All transient lodging units in above-mentioned forms of ownership shall be made available for transient occupancy use by the general public through the hotel reservation system at times when units are not occupied.~~ ~~f.~~ Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including, but not limited to, parking and vertical access to the beach. "Maintain or expand" is clarified to include flexibility, if at least one of the following is met: 1. To provide better protection of coastal resources; 2. To maximize equitable public access; and/or 3. If natural processes impede existing access. ~~g.~~d. E~~Any e~~xpansion or alteration of existing development shall be ~~required to protect~~ consistent with all other policies and provisions of the GP/CLUP, including protection of environmentally sensitive habitats and archaeological resources, including provision of the relevant buffers set forth in the Conservation Element. e. Hotel expansion or redevelopment shall provide for lower-cost accommodations consistent with subpolicies OS 10.3 and OS 10.4.

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LU 9.3: Site #3 – Coastal Recreation Parcels These parcels, which were occupied by the Sandpiper Golf Course as of ~~2014~~2021, are designated in the Open Space/Active Recreation use category. The requirements applicable to this site are as follows (see Figure 2-2): a. The Sandpiper site shall continue to be used for visitor-serving recreational purposes, such as the existing golf course ~~and~~or other ~~related~~ outdoor public recreation purposes. b. The golf course shall be maintained as a public course and shall not be converted to a members-only course. c. ~~Any future project that requires a discretionary approval by the City shall be subject to a condition that requires preference to be given to local residents in terms of fees and tee times during appropriate time periods each week~~New~~.~~ ~~d. The size and design of any new~~ buildings and structures, or expansions and alterations of existing buildings, shall ~~be controlled so as to~~ preserve the character of the property as open land and minimize impacts on views of the ocean and Channel Islands from Hollister Avenue and views of the Santa Ynez Mountains from within the property and from beach and water areas. ~~e~~d. Any new development or ~~alternation~~alteration of the existing facilities and golf course shall be required to maintain or expand the extent of existing public coastal access facilities, including parking and vertical access to the beach. Lateral bluff-top access ~~may also~~shall be ~~considered and should~~designed to connect with the bluff-top trail on Santa Barbara Shores Park~~, with~~ and provide a ~~transition down~~ connection to the ~~bluff to the SL 421 access road.~~beach. The intent is to secure access easements, or offers to dedicate, that will provide for lateral public access during all seasons and tide conditions. ~~Conceptual~~Planned locations for future coastal accessways are generally shown on Figure 3-1 in the Open Space Element (see also OS 1.7). ~~f~~e. Any commercial uses, including restaurants, shall be open to the general public. ~~g~~f. Views from Hollister Avenue to the ocean and islands shall be preserved. Perimeter walls and landscaping that would obstruct or impair coastal views shall not be permitted. ~~h~~g. Any rerouting or alteration of the golf course shall be designed in a manner that protects and enhances environmental resources, including adjacent monarch butterfly habitat areas, Devereux Creek, and other drainages, and that protects safety on the beach. (See related Policies OS 1 and OS 2.)
LU 9.4: Site #4 – Santa Barbara Shores Park and Sperling Preserve Parcels (Open Space/Passive Recreation) This group of parcels, with a total of about 229 acres, is owned by the City. These lands are subject to deed restrictions that require the use of the property to be restricted in perpetuity to passive recreational activities and habitat protection. The criteria applicable to these parcels are as follows (see Figure 2-2): a. All future actions shall be consistent with the primary purposes of (1) preserving and enhancing the properties' sensitive habitats, including habitats for monarch butterflies, various raptors, and western snowy plovers, as well as vernal pools, riparian areas, native grasslands, coastal scrub, and other sensitive aquatic and terrestrial habitats and (2) preserving or improving ~~the past level of~~public access and use ~~by the public~~. b. Any development of structures shall be limited to a public restroom facility to be located at the public parking lot at Hollister Avenue. c. An extensive coastal access trail system shall be maintained, as generally shown in Figure 3-2 of the Open Space Element. The trails shall include segments of the California Coastal Trail and the Juan Bautista de Anza Historic Trail. d. Any trail improvements shall be designed to maintain the natural, low-impact appearance of the existing informal trails; surfacing materials shall be limited to compacted fines or native soil materials without binders. The widths of trails shall be the minimum necessary to accommodate the planned types of users. e. A public coastal access parking lot, not to exceed 45 parking spaces, shall be maintained at Santa Barbara Shores Park, with vehicular access from Hollister Avenue. f. Any ornamental landscaping shall be limited to native species that will maintain the natural appearance of the area and that will not impair or obstruct scenic views from Hollister Avenue to the coastal bluffs, Pacific Ocean, and Channel Islands and preserve views from within the property to the Santa Ynez Mountains. (See related Policy OS 5 and Figures 3-3 and 3-4.)
OS 0: Coastal Access Program Objective: To implement a comprehensive Coastal Access Program to maximize equitable public access and recreational opportunities throughout the City's Coastal Zone for all people consistent with public safety, and the need to protect public rights, rights of private property owners, and natural resource areas from over use in a manner consistent with all other resource protection provisions of the GP/CLUP.
OS 0.1~~.2~~: ~~Adoption of~~ Coastal Access ~~Plan Map~~Program Maps [GP/CP] The ~~overall~~City's coastal access system plan~~,~~ is generally shown ~~in Figure 3-1, is hereby adopted. The~~on the Coastal Access Map in Figure 3-1, the Parks and Recreation Plan Map in Figure 3-2, and the Ellwood-Devereux Open Space Area, Coastal Access and Recreation Plan ~~map identifies~~in Figure 3-3. These maps identify Goleta's existing and proposed coastal access facilities, including lateral

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and vertical accessways, the California Coastal Trail and Juan Bautista de Anza National Historic Trail (Anza Trail) corridors, other trails, beach access locations, ~~and public parking areas.~~dedicated coastal access parking areas, public parks, open space, and other public access amenities. Planned trails include parallel alignments along both bluffs and beaches in the City to provide maximum access opportunities and to provide a continuous network of trails along the entire shoreline of the city that is usable during all seasons and tide conditions. Other opportunities for accessways, trails, recreation, or other coastal access amenities not shown on Figures 3-1 through 3-3 shall be encouraged and evaluated on a case-by-case basis. Impacts to coastal access shall be fully mitigated and any such mitigation shall not be precluded on the basis that it is not shown on the coastal access system plan maps.
OS ~~1.3~~ 0.2: Preservation of Existing Coastal Access and Recreation [GP/CP] Goleta's limited Pacific shoreline of approximately two miles provides a treasured and scarce recreational resource for residents of the city, region, and state. Existing public beaches, shoreline, parklands, trails, and coastal access facilities throughout the Coastal Zone shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4) and relocated or allowed to migrate when feasible to adjust to rising sea level. Public access shall remain free from impediments.
OS ~~1.4~~0.3: ~~Mitigation of Impacts to Lateral Coastal Access~~ Siting and Design of New Development [GP/CP] New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public access and recreation ~~along the beach and shoreline~~. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. ~~Impacts~~ In the Coastal Zone, impacts shall be mitigated through the dedication of an access and/or trail easement where: the project site encompasses an existing or planned coastal accessway~~,~~ as generally shown on the map in Figure 3-1; or the City, County, State, or other public agency has identified a trail used by the public; or there is substantial evidence that prescriptive rights exist. Where these conditions do not exist and an access or trail easement cannot be dedicated, an in-lieu fee shall be provided to fund the development of access improvements or a public access or recreation program. Mitigation shall not substitute for implementation of feasible project alternatives that would avoid impacts to public access. Impacts to coastal access shall be fully mitigated and any such mitigation shall not be precluded on the basis that a potential accessway or trail easement area is not shown on the Coastal Access Maps.
OS 0.4: Adjacent Uses Maximum public access shall be provided in a manner, which minimizes conflicts with adjacent uses.
OS 0.5: New Development Public Access Mitigation Where a proposed project would increase the burdens on access to or along the shoreline, additional access may be required to mitigate the impact resulting from construction of the project.
OS ~~1.8~~0.6: Prescriptive Access Rights [GP/CP] Public prescriptive rights may exist in certain areas to and along the beach and shoreline or along trails in other locations within ~~Goleta~~Goleta's Coastal Zone. Development shall not interfere with the public's right of access to the sea where such right has been acquired through historic use or legislative authorization. Where there is substantial evidence that such rights exist, these rights shall be protected through public acquisition measures or through conditions for public access easements imposed on approvals of permits for new development. The following criteria shall apply to new development within the Coastal Zone: a. All unauthorized structures and encroachments, including signs and fences, which inhibit public access shall be identified and removed. b. Gates, guardhouses, barriers, signage or other structures designed to regulate or restrict or inhibit public access shall be prohibited. c. New private streets, or the conversion of public streets to private streets, that would inhibit public access to and along the shoreline and to beaches, coastal parks, trails, or coastal bluffs shall be prohibited.

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OS 0.7: Americans With Disabilities Act (ADA) Coastal Access As feasible, the City's coastal access program should include ADA-compliant access and amenities for the physically challenged where topographical and environmental constraints allow, including but not limited to bluff-top viewing points, installation of ADA accessible parking spaces, and all-weather trails. Coastal access amenities that are ADA accessible shall be conspicuously posted with coastal access signage, linking coastal access parking to the trails or other amenities.
OS 0.9: Barriers Along Private Streets Barriers or other structures designed to regulate or restrict access shall not be permitted within private street easements where they have the potential to limit, deter, or prevent public access to the shoreline, inland trails, or parklands where there is substantial evidence that prescriptive rights exist.
OS 0.10: Barriers Along Public Roads Landscaping and any other barriers or obstructions placed by private landowners shall not be allowed within existing public road rights-of-way where such areas would otherwise be available for public parking.
OS 0.11: Barriers On State Lands In consultation and coordination with the State Lands Commission, all unauthorized or illegal development, including signs, which encroach onto State tidelands should be identified and removed.
OS 0.12: Recordation of Public Access Documents A. Where open space easements or other public access documents (e.g., public access easements or Offers-To-Dedicate access) are included as part of approved CDPs, the permit conditions, findings of approval, and legal documents shall be forwarded to the Executive Director of the Coastal Commission for review and approval of: (1) the legal adequacy and (2) consistency with the requirements of potential accepting agencies. B. Upon completion of the recordation of open space easements or other public access documents, the local government shall forward a copy of the permit conditions and findings of approval and copies of the recorded legal documents pertaining to the public access or open space to the Executive Director of the Coastal Commission.
OS 0.13: Maintain Public Accessways The City shall not close, abandon, or render unusable by the public any existing accessway or a public road which the City owns, operates, maintains, or is otherwise responsible for unless determined to be necessary for public safety without first obtaining a Coastal Development permit. Any accessway which the City or any other managing agency or organization determines cannot be maintained or operated in a condition suitable for public use shall be offered to another public agency or qualified private association that agrees to open and maintain the accessway for public use.
OS 0.14: Access Improvements Where there is an existing, but unaccepted and/or unopened public access Offer-to-Dedicate (OTD), easement, or deed restriction for lateral, vertical or trail access or related support facilities, construction of necessary access improvements shall be completed, opened and operated for its intended public use, pursuant to any necessary permits.
[Note: Compared to existing Subpolicy OS 2.5(e) and (f)] **OS 0.15: Dedicated Accessways** ~~e. The opening of access easements that are dedicated as a condition of approval of coastal development permits~~ shall ~~occur only after the City, or other~~ not be required to be opened to public ~~or nonprofit entity designated by the City, has accepted the offer of dedication~~use until a public agency or private association agrees to accept the responsibility for maintenance and ~~agreed to open, operate, and maintain~~ operation of the accessway. ~~f. New~~ In cases where there is substantial evidence that prescriptive rights exist, new offers to dedicate public access ~~easements~~ shall include an interim deed restriction that~~:~~ ~~(~~ 1) states that the terms and conditions of the permit do not authorize any interference with prescriptive rights in the areas subject to the easement prior to acceptance of the offer and ~~(~~2) prohibits any development or

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obstruction in the ~~easement area~~accessway prior to acceptance of the offer of dedication. Coastal development permits that include dedicated accessways shall include a condition requiring the applicant or successor entity to fund the ongoing maintenance of the accessway.
OS 0.16: Acceptance of Offers to Dedicate (OTDs) Offers to dedicate public access shall be accepted for the express purpose of opening, operating, and maintaining the accessway for public use. Unless there are unusual circumstances, the accessway shall be opened within 5 years of acceptance. If the accessway is not opened within this period, and if another public agency or qualified nonprofit organization expressly requests ownership of the easement in order to open it to the public, the easement holder shall transfer the easement to that entity within 6 months of the written request. A Coastal Development Permit that includes an offer to dedicate public access as a term or condition shall require the recorded offer to dedicate to include the requirement that the easement holder shall transfer the easement to another public agency, nonprofit organization, or private association that requests such transfer and is approved by the City, if the easement holder has not opened the accessway to the public within 5 years of accepting the offer.
OS 0.17: Transit Services to Public Access The extension of public transit facilities and services, including shuttle programs, to maximize public access and recreation opportunities shall be encouraged, where feasible. Impacts to low-income users due to increases in transit service fares shall be mitigated through fare discounts or structured pricing.
OS 0.18: Recreational Opportunities in the Coastal Zone Recreational opportunities in the Coastal Zone that cannot readily be provided elsewhere shall be protected, and where feasible, expanded or enhanced.
OS 0.19: Recreational Capacity Planning The City shall assure that the recreational needs resulting from proposed development will not overload nearby recreation areas by correlating the amount of development with local park acquisition and/or development plans with the provision of onsite recreational facilities to serve new development.
OS 0.20: Distribution of Facilities Public recreational facilities throughout the City, including parking areas or facilities, shall be distributed, where appropriate and as feasible, to prevent overcrowding by the public of any single area and to protect environmentally sensitive habitat areas.
OS 0.21: Public Land for Public Access and Recreation Public land, including rights of way, easements, and dedications, shall be utilized for public recreation or access purposes, where appropriate and consistent with public safety and the protection of environmentally sensitive habitat areas.
OS 0.22: Open Space Easements Open space easements and dedications shall be utilized, where required, to facilitate the objectives of the City's recreational and/or public access program.
OS 1: Lateral Shoreline Access [GP/CP] Objective: To provide for the creation of continuous public lateral beach and bluff-top access along the entire Goleta shoreline and increase and enhance opportunities for enjoyment of beach, shoreline, and bluff-top areas, consistent with the natural shoreline character, ~~private property rights, and~~ public safety, and the need to protect public rights, rights of private property owners, and natural resource areas from over use.

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OS 1.1: Definition [GP/CP] Lateral shoreline access is defined as the right of public access and recreational use of areas generally along and parallel to the shoreline ~~that have been secured~~ , including beaches and bluff-tops. Permanent use of lateral shoreline access for public ~~use~~uses shall be assured by the granting and recordation of access easements or by offers to dedicate such access~~. As used in this plan, such public~~, or by direct land acquisition. Lateral beach access ~~may~~shall be ~~on~~identified as the beach landward from the mean high tide line for a particular specified distance or to the base of the ocean bluffs~~.~~, and shall be located and sized to accommodate public access to the maximum extent feasible in consideration of potential sea level rise. Beach areas seaward of the mean high tide line are considered by Article X of the Constitution of the State of California to be public tidelands and are administered by the California State Lands Commission. ~~Lateral shoreline access may also include public access and use of areas along and generally parallel to the top of the ocean bluffs.~~Lateral bluff-top access shall be identified as a corridor, or set of corridors where feasible to allow relocation of the lateral bluff-top access when threatened by future coastal hazards. Supporting amenities may be allowed within these coastal access areas, including but not limited to trash receptacles, benches, viewing platforms.
~~**OS 1.2: Adoption of Coastal Access Plan Map [GP/CP]**~~ ~~The overall coastal access system plan, shown in Figure 3-1, is hereby adopted. The Coastal Access Plan map identifies Goleta's existing and proposed coastal access facilities, including lateral and vertical accessways, the California Coastal Trail and Juan Bautista de Anza National Historic Trail (Anza Trail) corridors, other trails, beach access locations, and public parking areas.~~
~~**OS 1.3: Preservation of Existing Coastal Access and Recreation [GP/CP]**~~ ~~Goleta's limited Pacific shoreline of approximately two miles provides a treasured and scarce recreational resource for residents of the city, region, and state. Existing public beaches, shoreline, parklands, trails, and coastal access facilities shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4) and allowed to migrate when feasible with rising sea level. Public access is and shall remain free from impediments, unless the barrier is a City-permitted activity.~~
~~**OS 1.4: Mitigation of Impacts to Lateral Coastal Access [GP/CP]**~~ ~~New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public access and recreation along the beach and shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown on the map in Figure 3-1.~~
OS 1.5: Existing and Planned Lateral Coastal Access [GP/CP] Existing and planned lateral beach and bluff-top accessways within Goleta are generally shown on the map in Figure 3-1. Lateral beach, bluff, and shoreline public access ~~and recreation~~ shall be permitted uses in ~~the~~all land use classifications in the Coastal Zone, including Visitor-serving Commercial, Recreation, and Open Space land use categories~~, which are the land-use categories applicable to lands situated along Goleta's shoreline~~. Other opportunities for lateral coastal access not shown on Figure 3-1 shall be encouraged and evaluated on a case-by-case basis and shall not be precluded on the basis that they are not shown on the Coastal Access Map.

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OS 1.6: Dedication of Lateral Beach Accessways [GP/CP] Lateral beach access along the entire length of Goleta's shoreline shall be required. Dedicated public access easements shall be a required condition for approval of coastal development permits for projects within the city, provided there is a ~~clear~~ nexus to project impacts and the required condition is roughly proportional to the extent of the public access or other related impacts. The following criteria and standards shall apply to lateral accessways: a. The access easement, or offer to dedicate, shall apply to the beach area extending from the mean high tide line landward to the base of the ocean bluffs. Where there is no ocean bluff, the area shall extend to across the whole beach ~~the nearest nonbeach natural feature, but generally shall not be less than 25 feet in width~~ and shall be maintained with future coastal changes through a requirement of inland migration. b. It shall be the intent of the City to accept all dedications or offers to dedicate for lateral beach access for areas located within the city boundaries. If the City is unable to accept the dedication of particular access easements, it shall ~~have authority to designate~~authorize another public entity or a ~~private~~ nonprofit organization such as a land trust to accept ~~the easement, provided the entity is willing to~~, operate and maintain the easement for its intended purpose. c. ~~Mitigation measures that require dedication~~Dedication of, or offers to dedicate, public access and ~~recreational opportunities~~recreation areas that are required as mitigation for development shall be recorded prior to the issuance of the coastal development permit and any required physical improvements shall be implemented prior to or concurrent with construction of the proposed development or initiation of the proposed use in instances where there is no physical development.
OS 1.7: Dedication of Lateral Bluff-Top Accessways [GP/CP] Lateral bluff-top access easements, or offers to dedicate easements, ~~may~~shall be required as a condition of approval of coastal development permits for projects located on shoreline parcels~~, provided~~ where there is a ~~clear~~ nexus to project impacts and the required condition is roughly proportional to the extent of the impacts. The intent shall be to provide a trail along the entire shoreline of the city that is usable during all seasons and tide conditions, extending from the eastern boundary of the City-owned Sperling Preserve westward through the Bacara Resort site to the City's western boundary. ~~Some segments of the trail, such as part of the alignment on the Sandpiper Golf Course property, may be located below the bluff but above the beach on an access road to State Lease 421.~~The parallel alignments along both bluffs and beaches shall be implemented to the maximum extent feasible. a. It shall be the intent of the City to accept all dedications or offers to dedicate for lateral beach access for areas located within the city boundaries. If the City is unable to accept the dedication of particular access easements, it shall authorize another public entity or a nonprofit organization such as a land trust to accept, operate and maintain the easement for its intended purpose. b. Dedication of, or offers to dedicate, public access and recreation areas that are required as mitigation for development shall be recorded prior to the issuance of the coastal development permit and any required physical improvements shall be implemented prior to or concurrent with construction of the proposed development or initiation of the proposed use in instances where there is no physical development.
~~**OS 1.8: Prescriptive Access Rights [GP/CP]**~~ ~~Public prescriptive rights may exist in certain areas along the beach and shoreline within Goleta. Development shall not interfere with the public's right of access to the sea where such right has been acquired through historic use or legislative authorization. Where there is substantial evidence that such rights exist, these rights shall be protected through public acquisition measures or through conditions for public access easements imposed on approvals of permits for new development.~~
OS 1.9: Siting and Design of Lateral Accessways [GP/CP] ~~Public accessways and trails shall be an allowed use in environmentally sensitive habitat areas (ESHAs).~~ The following criteria and standards shall apply to the siting and design of lateral accessways: a. ~~Sensitive habitat areas shall be avoided~~As detailed in Policy CE 1.6, public accessways and trails are resource-dependent uses and are therefore allowed uses within or adjacent to environmentally sensitive habitat areas (ESHAs) and ESHA buffers. Accessways and trails shall be sited to avoid ESHAs to the extent ~~practicable in circumstances where there are~~ feasible ~~alternative alignments of lateral accessways~~and where such impacts are unavoidable, siting and design shall minimize impacts to the habitat. b. Except as expressly provided for the Anza Trail (in Policy OS 4), all lateral accessways shall be designed to use native beach or soil materials without binders and have no more than the minimum width needed to accommodate the intended type(s) of users. However, where lateral access trails are designed to accommodate ADA access, trails may be improved to an all-weather surface resistant to erosion c. Lateral beach accessways shall be maintained in a natural condition free of structures and other constructed facilities and shall be limited to native sand supply. d. Lateral beach accessways shall be sited, designed, and managed to ~~avoid and/or protect~~minimize adverse effects to marine mammal hauling grounds, seabird and shorebird nesting and roosting

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sites, sensitive rocky points and intertidal areas, and coastal dunes. Measures that restrict or otherwise limit public access such as timing restrictions, alternate routes, temporary barriers, or other measures shall be subject to an approved CDP. e. New public beach facilities shall be limited to only those structures that provide or enhance public access and recreation activities. No permanent structures shall be permitted on sandy beach areas. f. All lateral shoreline access and recreation improvements shall be designed to minimize any adverse impacts to visual resources and shall be compatible with maintenance of a natural appearance. g. Signs shall be designed to minimize impacts to scenic coastal resources and shall be limited to trail markers and regulatory and interpretative signs. Commercial signs are prohibited.
OS 1.10: Comprehensive Management of Public Lateral Access Areas [GP/CP] The following criteria and standards shall apply to use and management of lateral shoreline access areas: a. Private commercial uses of public beach areas shall be limited to coastal-dependent recreational uses, including but not limited to surfing schools, ocean kayaking, and similar uses. All commercial uses of beach areas and other lateral accessways shall be subject to approval of a coastal development permit by the City. The number, size, duration, and other characteristics of commercial uses of beach areas ~~may be limited in order to~~shall preserve opportunities for use and enjoyment of the beach area by the general public and shall ensure, at a minimum, passage along the shoreline around the commercial activity. For-profit commercial uses at the City-owned Santa Barbara Shores Park and Sperling Preserve (the Ellwood-Devereux Open Space and Habitat Management Plan [OSHMP] area) are prohibited (see related Policy OS 5). b. Temporary special events that utilize beach areas or other lateral access areas shall minimize impacts to public access, recreation and coastal resources. ~~shall minimize impacts to public access and recreation along the shoreline~~ and shall ensure that the general public can continue to pass around the temporary event to connect with other shoreline trails or accessways. Coastal ~~Development~~ development ~~Permits~~ permits shall be required for any temporary event that proposes to use a sandy beach area and involves a charge for admission or participation. A coastal development permit shall also be required for any temporary event that has the potential to result in significant adverse impacts to public access and/or coastal resources. c. ~~Where sensitive habitat resources are present, limited or controlled methods of access and/or mitigation designed to eliminate or reduce impacts to ESHAs shall be implemented.~~ Management of lateral access avoid impacts to ESHAs or minimize impacts to ESHAs if avoidance is infeasible. d. The hours for ~~during which~~ coastal access ~~areas are available for public use shall be the maximum feasible while maintaining compatibility with nearby neighborhoods and land uses. The hours for public use shall be set forth in each individual coastal development permit. Unless specific hours are described within a permit, the access shall be deemed to~~ shall be 24 hours per day and 7 days per week. e. In order to maximize public use and enjoyment, user fees for access to lateral beach and shoreline areas shall be prohibited. Activities and/or uses that would deter or obstruct public lateral access shall be prohibited. f. Overnight camping and use of motorized vehicles, except for public safety vehicles and vehicles associated with construction of access improvements and maintenance and restoration or enhancement activities, shall be prohibited in lateral shoreline access areas.
OS 2: Vertical Access to Shoreline Objective: To provide for expanded and enhanced public vertical access to Goleta's shoreline by preserving existing accessways and establishing new vertical access opportunities at key locations so as to increase opportunities for public enjoyment of beach, bluff-top, and other shoreline areas, consistent with the natural shoreline character, ~~private property rights, and~~ public safety, and the need to protect public rights, rights of private property owners, and natural resource areas from over use.
OS 2.1: Definition [GP/CP] "Vertical" accessways are defined as the right of public access and use of areas generally perpendicular to the beach and shoreline that provide access to beach and shoreline areas from public street rights-of-way or public parking areas ~~and that have been secured for public use~~. Permanent use of vertical accessways by the public shall be assured by the granting and recordation of access easements or by offers to dedicate such access, or by direct acquisition.
OS 2.2: Planned Vertical Accessways [GP/CP] Existing and planned vertical accessways to the beach and bluff-top within Goleta are generally shown on Figure 3-1. Vertical beach and shoreline public access shall be a permitted use in ~~the~~all land use classifications in the Coastal Zone, including Visitor-serving Commercial, Recreation, and Open Space land use categories, which are the land-use plan map categories applicable to lands situated along Goleta's shoreline. Other opportunities to provide vertical accessways not shown on Figure 3-1 shall be encouraged and evaluated on a case-by-case basis and shall not be precluded on the basis that they are not shown on the Coastal Access Map.

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OS 2.3: Preservation of Existing Vertical Accessways [GP/CP] Vertical access to Goleta's ~~Pacific~~ shoreline is ~~limited to two~~provided at three locations as of ~~2014~~2021. These include access to Haskell's Beach within the Bacara Resort property ~~and access~~, at the City-owned Santa Barbara Shores Park, and at the Sperling Preserve ~~properties. The latter includes numerous trails that provide access to the bluff tops, although access from the bluff top to Ellwood Beach is available at only two locations~~. Existing public vertical coastal access facilities shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4) and modified to adapt to climate change impacts and hazards as feasible.
~~**OS 2.4: Mitigation of Impacts to Vertical Coastal Access [GP/CP]**~~ ~~New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline unless a comparable, feasible alternative is provided. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement in the general location where the project site encompasses an existing or planned coastal accessway, as shown generally on the map in Figure 3-1.~~
OS 2.5: Dedication of Vertical Accessways [GP/CP] Dedication of vertical access easements, or offers to dedicate, shall be a required condition of approval of coastal development permits for projects on shoreline sites within the city, provided there is a ~~clear~~ nexus to the project impacts and the required condition is roughly proportional to the extent of the public access or other related impacts. The following criteria and standards shall apply to vertical accessways: a. The access easement, or offer to dedicate, shall apply to an area that includes the entire public accessway that extends from the public road or parking area to the shoreline. b. The width of the access easement should not be less than 25 feet and shall be centered on a pathway of at least 5 feet in width. c. It shall be the intent of the City to accept all dedications or offers to dedicate for vertical beach access for areas located within the city boundaries. If the City is unable to accept the dedication of particular access easements, it shall ~~have authority to designate~~authorize another public entity or a private nonprofit organization, such as a land trust, to accept the easement, ~~provided the entity is willing to~~ and operate and maintain the easement for its intended purpose. d. ~~Mitigation measures that require dedication~~Dedications of, or offers to dedicate, public access ~~and recreational opportunities~~or recreation areas that are required as mitigation for development shall be recorded prior to the issuance of the coastal development permit and any required physical improvements shall be implemented prior to or concurrent with construction of the proposed development or initiation of the proposed use in instances where there is no physical development. ~~e. The opening of access easements that are dedicated as a condition of approval of coastal development permits shall occur only after the City, or other public or nonprofit entity designated by the City, has accepted the offer of dedication and agreed to open, operate, and maintain the accessway.~~ ~~f. New offers to dedicate access easements shall include an interim deed restriction that: (1) states the terms and conditions of the permit do not authorize any interference with prescriptive rights prior to acceptance of the offer and (2) prohibits any development or obstruction in the easement area prior to acceptance of the offer.~~
~~**OS 2.6: Prescriptive Vertical Access Rights [GP/CP]**~~ ~~Public prescriptive vertical access rights to the shoreline may exist in certain areas within Goleta. Development or uses shall not interfere with the public's right of access to the sea where such right has been acquired through historic use or legislative authorization. Where there is substantial evidence that such rights exist, these rights shall be protected through public acquisition measures or through conditions imposed on approvals of permits for new development.~~
OS 2.7: Siting and Design of Vertical Accessways [GP/CP] ~~Public vertical accessways and trails shall be an allowed use in ESHAs.~~ The following criteria and standards shall apply to the siting and design of all vertical accessways: a. ~~Sensitive habitat areas shall be avoided to the extent practicable in circumstances where there are feasible alternative alignments of vertical accessways.~~ As detailed in Policy CE 1.6, public vertical accessways and trails are resource-dependent uses and are therefore allowed uses within or adjacent to ESHAs and ESHA buffers. Accessways and trails shall be sited to avoid ESHAs to the extent feasible and where such impacts are unavoidable, siting and design shall minimize impacts to the habitat. b. Public access paths shall maintain a natural appearance and shall not be paved with impervious materials, except for segments that are intended to provide ~~handicapped~~ADA-compliant access or short segments to beach overlook points. c. No structures shall be permitted on bluff faces except for public vertical beach accessways.

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d. Access to the beach shall be provided by natural trails or ramps down the face of the bluff rather than by concrete or wooden stairways except where necessary to provide ADA access or when it is the least environmentally damaging alternative. Railroad ties or a similar material may be used to provide stability to the access route and to reduce bluff erosion. All development on bluff faces shall be sited and designed to not contribute to erosion and to minimize impacts to the bluff face, toe, and beach. e. Where vertical access to the beach area is not feasible or appropriate, vertical accessways may terminate at a beach overlook or vista point.
OS 2.8: Comprehensive Management of Vertical Accessways The following standards shall apply to management of vertical accessways: a. ~~Where sensitive habitat resources are present, limited or controlled methods~~Management of vertical access ~~and/or mitigation designed to eliminate or reduce~~shall minimize impacts to ESHAs ~~shall be required.~~ b. The hours ~~during which vertical~~ for coastal access ~~areas are available for public use~~ shall be ~~the maximum feasible while maintaining compatibility with nearby neighborhoods and land uses. The hours for public use shall be set forth in each individual coastal development permit. Unless specific hours are described within a permit, the access shall be deemed to be~~ 24 hours per day, 7 days per week, except that the Santa Barbara Shores coastal access parking lot may close from 10 p.m. to 4 a.m. each night. c. In order to maximize public use and enjoyment, user fees for access to vertical beach and shoreline areas shall be prohibited. Activities and/or uses that would deter or obstruct public vertical access shall be prohibited. d. Vertical accessways shall remain unobstructed. Private for-profit commercial use of vertical accessways shall be prohibited. e. Camping or other use of vertical accessways for overnight accommodations shall be prohibited. f. Motorized vehicles shall be prohibited on vertical accessways.
OS 3: Coastal Access Routes, Parking, and Signage [GP/CP] Objective: To provide an adequate supply of public coastal access parking in lots or areas that are appropriately distributed along Goleta's shoreline with convenient ~~and~~ linkages to regional transportation routes.
OS 3.1: Coastal Access Highway Routes [GP/CP] Coastal access highway routes are defined as public or private roadways or rights-of-way that link the local and regional highway network to vertical coastal access facilities, including public parking areas. These routes, generally shown on Figure 3-1, include the following: a. Hollister Avenue, from its interchange at U.S. Highway 101 (US 101) to the Bacara access road and to the Santa Barbara Shores Park parking lot, which connects to vertical accessways to the bluff-top and to Ellwood Beach. b. Bacara access road to the public parking lot situated on the Bacara property and to the proposed future public parking and vertical accessway on the Venoco/Sandpiper site along Bell Creek to Haskell's Beach. c. Storke Road, from the US-101 interchange to Phelps Road and along Phelps Road to ~~a proposed~~the public coastal access parking lot on UCSB property, which provides access to the Ellwood-Devereux Open Space Area and the Sperling Preserve. d. Storke Road, continuing from the Phelps Road intersection southerly to the city boundary (which provides an access route to Coal Oil Point and Sands Beach on ~~University of California, Santa Barbara [~~UCSB~~]~~ property).
OS 3.2: Abandonment [GP/CP] Abandonment or transfer of any public roadway or real property lying between the first public road and the sea shall not occur without reserving the right of public access over such real property unless an alternate route is made available to the public granting equal or greater public access to the Pacific Ocean in the same immediate vicinity. All impacts on public assess shall be fully mitigated. Coastal development permits are required for abandonment of public rights-of-ways, such as streets or street ends, which may affect public access.
OS 3.~~2~~3: Coastal Access Parking Adequate public parking shall be provided and maintained to serve coastal access and recreation uses to the extent feasible. The following criteria and standards shall apply:

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a. Existing and planned public coastal access parking areas are ~~shown on Figure 3-1~~generally shown on Figure 3-1. Other opportunities for coastal access parking not shown on Figure 3-1 shall be encouraged and evaluated on a case-by-case basis. The provision of additional coastal access parking shall not be precluded on the basis that it is not shown on the Coastal Access Map. b. Existing public parking areas serving coastal recreation users, including street parking in residential neighborhoods, shall not be displaced unless a free comparable replacement parking area is provided. c. New development shall be required to provide offstreet parking sufficient to serve the proposed uses in order to minimize impacts to public onstreet parking available for coastal access and recreation. d. New or expanded nonresidential development that may individually or cumulatively impact public shoreline access and recreation shall include parking areas that are designed to serve beach access during weekends ~~as well the~~ and holidays but may limit parking to the proposed ~~uses~~land use on weekdays~~.~~ if necessary. In addition, vehicular access to the shoreline with a drop-off point for ~~marine recreation equipment~~beach visitors shall be ~~required~~encouraged in appropriate locations, ~~as~~including the potential locations shown on the map in Figure 3-1. e. The implementation of restrictions on existing public parking, which would impede or restrict public access to beaches, trails, or parklands (including, but not limited to, the posting of "no parking" signs, red curbing, installation of physical barriers, and imposition of maximum parking time periods, parking fees, parking permits, or preferential parking programs) shall be prohibited except where such restrictions are needed to protect public safety, where no other feasible alternative exists to provide public safety, and when an equivalent number of parking spaces is provided nearby as mitigation.
OS 3.~~3~~4: Signage for Coastal Access Coastal access signage ~~should~~shall be ~~provided as follows~~conspicuously posted to identify and direct visitors to all publicly available coastal access parking, beach access points, and trails. Coastal access signage shall be consistent with the following: a. Distinctive logo signs incorporating the CCC coastal access logo (foot and wave) or markers, consistent with visual resources ~~may~~, shall be provided for the California Coastal Trail, the Coastal Bluff-Top Trail, and the Anza Trail, where appropriate. b. Coastal access signs shall be provided at appropriate locations within street and highway rights-of-way to direct visitors to coastal access sites, including signs at appropriate locations along the California Department of Transportation right-of-way for US-101. c. Coastal access signs shall be provided at entrances to public coastal access parking lots. d. No signs which discourage coastal access shall be posted on a beachfront property or on a public beach unless authorized by a coastal development permit. Signs which purport to identify the boundary between State tidelands and private property or which indicate that public access to State tidelands or public lateral access easement areas is restricted shall not be permitted. Signs which encourage public access to the beach shall be allowed without the need for a coastal permit as long as they meet City sign requirements. e. Signage should be sited, designed, and utilized to minimize conflicts between public and private property uses. f. All coastal access signage shall be posted in English and in Spanish.
OS 3.4A: Snowy Plover Protection Signs The City shall install and maintain signage at Coastal Access Point F on the Ellwood Mesa property that notifies of the sensitive nature of the snowy plover habitat, identifies that equestrian and dog use of the beach further downcoast of Access Point F is prohibited, and directs equestrian and dog access to locations outside of the snowy plover critical habitat. The City shall install signage at the property boundary where the Ellwood Mesa property intersects with Trail No. 22 and Trail No. 6 which state that equestrian and dog access to the beach is prohibited at Access Point D. Such signage may not be removed until and unless a separate coastal development permit is obtained to allow equestrian and dog access to the beach at Access Point D pursuant to a detailed management plan that protects snowy plover critical habitat. The City shall install signage at the point where the bluff-top trail intersects with Access Point E. Such temporary signs shall state that equestrian and dog access to the beach is prohibited at Access Point E. Such signage may not be removed unless a separate coastal development permit is obtained to allow equestrian and dog access to the beach at Access Point E pursuant to a detailed management plan that protects snowy plover critical habitat.

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OS 3.~~4~~5: Coastal Access Amenities ~~The following amenities~~ Amenities for users of coastal accessways ~~may~~and trails should be provided at appropriate locations ~~that~~and sited and designed to minimize impacts on sensitive habitat and visual resources. Coastal access amenities include, but are not limited to, the following: a. Signage, including trail markers, interpretative signage, and other appropriate low-impact informational signs compatible with visual resources. b. Trash receptacles. c. Benches, picnic tables, or other seating. d. Bike racks or other devices for securing bicycles. e. Public restrooms. f. Other low-impact user amenities, provided that they are compatible with sensitive environmental habitats and visual resources.
OS 4: Trails and Bikeways [GP/CP] Objective: To designate, preserve, and expand a public trail system that will provide recreation opportunities for multiple types of users in diverse and attractive environmental settings and that will connect various parks and neighborhoods with the regional trail network and to Los Padres National Forest and the beach.
OS 4.1: Definition [GP/CP] ~~As set forth in this policy, trails~~Trails are ~~defined as foot~~public routes ~~paths where rights of public use are obtained~~available to the general public, often within, along, or linking significant resource areas such as the shoreline, bluffs, recreational areas, habitats, and open space. Trail access may be authorized through access easements, or offers to dedicate such access, or by direct land acquisition ~~of access easements for trail purposes~~. Trails shall be an allowed use in all land use categories and shall be managed by a public agency or ~~a~~an authorized nonprofit organization and ~~are~~ made available for use by the general public. Some trail segments may be multiuse, and allow use by bicyclists and/or equestrians as well as pedestrians, or to provide access for persons with mobility impairments.
OS 4.2: ~~Adoption of~~ Trail Plan Map The City's overall trail system plan~~,~~ is generally shown on the Trail Plan Map reflected in Figures 3-1 through Figure 3-~~2, is hereby adopted~~3. The Trail Plan M~~m~~ap identifies the city's existing and proposed trail segments, which are intended to provide diverse recreational and aesthetic experiences serving the entire community, achieve connections to parks and major recreational facilities, link with trail systems of adjacent jurisdictions, and facilitate recreational corridors between the Santa Ynez Mountains (Los Padres National Forest) and the coast. The alignments for proposed trail segments ~~are conceptual only.~~shown on the Trail Plan Map represent the conceptual siting of trails. The project-level siting of trails is subject to site constraints such as topography, connection points, the presence of ESHA or wetlands, and other practical considerations. Sidewalks and bikeways are intended to be connecting links to or between trails. The Pedestrian System Plan Map and the Bikeways Plan Map are Figures 7-5 and 7-6 in the Transportation Element. Other opportunities for trails not shown on Figures 3-1 through3-3 shall be encouraged and evaluated on a case-by-case basis and shall not be precluded on the basis that they are not shown on the Trail Plan Map.
OS 4.3: California Coastal Trail [GP/CP] The California Coastal Trail segment within Goleta, as generally shown on the maps in Figures 3-1 and 3-3, shall be planned as a part of a continuous lateral shoreline trail system traversing the entire length of the state's coastline, connecting with contiguous California Coastal Trail segments within the jurisdictions of the County and UCSB. The following criteria and standards shall apply to the California Coastal Trail: a. The trail shall be sited as close to the ocean as possible, while maintaining an appropriate setback for safety purposes from the edge of the coastal bluff. b. The trail shall be connected at appropriate intervals to existing and proposed local trail systems and to vertical access facilities. c. The trail shall be sited to maximize ocean views and scenic coastal vistas. d. The trail shall be planned primarily as a pedestrian trail, although certain segments, particularly within the City-owned Ellwood-Devereux Open Space Area, may be planned to accommodate the needs of bicyclists and/or equestrians. e. Segments of the trail located along the beach and shoreline that may not be passable at all times shall, where feasible, have an alternate landward or bluff-top route that will allow continuous passage during all seasons and tide conditions. The California Coastal Trail shall include parallel alignments along both bluffs and beaches to meet this objective. f. The trail shall be sited and designed to minimize impacts to environmentally sensitive habitat areas to the extent feasible. The trail surface shall ~~generally be limited to~~consist of groomed and/or compacted native soil or sand material, except that segments intended for ~~handicapped~~ADA-compliant access or extensions to beach overlooks (vista points) may be improved to ~~a higher standard~~an

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all-weather surface resistant to erosion. g. Trail easement dedication and installation of trail improvements shall be required as a condition of approval of all coastal development permits on properties located on the California Coastal Trail corridor, when ~~dedication will~~required to mitigate impacts by the project on public access and/or recreation. h. The City shall manage the relocation or replacement of trail segments so that the trail can adapt to rising sea level while maintaining connectivity.
OS 4.4: Juan Bautista de Anza National Historic Trail [GP/CP] The following criteria and standards apply to future improvements to the Anza Trail segment within Goleta: a. The planned corridor for the Anza Trail is shown on the maps in Figures 3-1 ~~and~~ to 3-3. b. Within the City-owned Sperling Preserve and Santa Barbara Shores Park, the Anza Trail shall be planned for multiple user types, including pedestrians, bicyclists, and equestrians, as shown on the map in Figure 3-3. c. Within the City-owned open space property the Anza Trail shall ~~generally~~ be designed as follows: 1) The equestrian path or tread may be separate from or combined with the main trail tread for pedestrians and bicyclists. 2) The trail shall be designed to have the minimum width necessary to accommodate the multiple users. The surface may be native soil materials or imported compacted fines (such as decomposed granite) without stabilizer or binder. d. As it exits the public open space area, the future Anza Trail corridor extends along Hollister Avenue to the Bacara access road and along that road to the city's western boundary. ~~Standards for improvements of this segment of the Anza Trail shall be flexible to respond to the amount of available space for trail improvements.~~The trail shall be separate from the roadway, designed to ensure safe passage, and where feasible, allow visitors to reach, view, or otherwise experience the benefits of the coast. Dedication of a public access easement for the trail shall be required as a condition of approval of all coastal development permits for properties located along the Anza Trail corridor. e. ~~Connectivity of the~~The Anza Trail in Goleta ~~with~~shall be designed to connect with trail segments within the jurisdictions of the County and UCSB ~~shall be provided as indicated in the multi-jurisdictional Ellwood-Devereux OSHMP~~as shown on the Trails Plan Map.
OS 5: Ellwood-Devereux Open Space Area Objective: The portion of the Ellwood-Devereux Open Space Area within Goleta, which includes the City-owned Sperling Preserve and Santa Barbara Shores Park units, shall be managed to provide coastal access and passive, coastal-dependent recreational opportunities consistent with protection and enhancement of the site's environmentally sensitive habitat areas and other environmental and scenic resources.
OS 5.1: Definition [GP/CP] The provisions of this policy apply to the lands within the boundaries of the Ellwood-Devereux Open Space Area~~Coast OSHMP~~ that are within the City's jurisdiction, as shown on Figures 3-3 and 3-4. These lands include the City-owned 137.6-acre Sperling Preserve, acquired in February 2005 by the City with the assistance of the Trust for Public Land; the 91.7-acre City-owned Santa Barbara Shores Park; other contiguous City-owned open space areas; and the 9.5-acre Coronado Preserve, owned and managed by the Land Trust for Santa Barbara County.
OS 5.2: ~~Adoption of~~ Open Space and Habitat Management Plan Maps [GP/CP] The Open Space and Habitat Management Plan maps in Figures 3-3 and 3-4~~, which respectively~~ designate coastal access and recreation areas and environmentally sensitive habitat areas that are to be protected and/or enhanced~~, are hereby adopted.~~ within the Ellwood-Devereux Open Space Area. The coastal resource protection provisions of the LCP shall also apply to newly designated coastal access and recreation areas and newly identified environmentally sensitive habitat areas not shown on the Open Space and Habitat Management Plan maps.
OS 5.3: Public Access and Recreation [GP/CP] The Ellwood-Devereux Open Space Area shall ~~be managed to~~ maintain ~~the site's historical~~ public access and recreation uses ~~while managing accessways to~~and protect natural resources ~~such as~~, including the monarch butterfly groves, vernal pools, native grasslands, beaches, coastal bluffs, and other environmentally sensitive habitat areas. The planned trail and beach access system, generally shown on the map in Figure 3-3, is based on the locations of existing informal trails created by repeated public use, with some trail segments ~~being closed~~restored to avoid impacts to environmentally sensitive areas, to eliminate hazardous segments, and/or to eliminate parallel redundant trail segments. ~~Although some trail closures are proposed,~~The effectiveness of the planned trail system will not

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~~reduce~~be diminished by removal and restoration of these trail segments because the trail experience and overall access ~~or trail experiences in~~to the public open space area~~, but will redirect users to alternate routes located in close proximity.~~ is maintained. The following standards shall apply to public access and recreation in the ~~open space area~~Ellwood-Devereux Open Space Area:

a. The Anza Trail is one of two major planned east-west trails across the Ellwood Mesa. This trail extends from the eastern boundary with UCSB to the public access parking lot at Santa Barbara Shores Park adjacent to Hollister Avenue (see related OS 4.4).

b. The California Coastal Trail segment within the Ellwood-Devereux Open Space Area, the other major east-west trail, is planned to have a beach and a bluff-top alignment (see related OS 4.3).

c. The locations of additional planned trails are also generally shown on Figure 3-3. Although the trail system shall be planned primarily as footpaths for pedestrians, bicyclists and/or equestrians may also be accommodated on certain trail segments as shown in Figure 3-3. At least one trail from the Hollister parking lot to the bluff-top shall be designated for exclusive use by pedestrians.

d. Except for the Anza Trail, trails shall ~~generally~~ be designed to utilize native soil materials ~~with appropriate grooming~~ and ~~maintenance~~may be slightly elevated to provide ~~for slightly crowned cross sections,~~ defined trail edges, and proper drainage. Trail improvements shall be designed to maintain natural drainage patterns in order to avoid potential impacts to Devereux Creek and the associated eucalyptus groves that comprise the monarch butterfly aggregation sites. Trail improvements ~~may~~should include design features to minimize erosion and impacts to water quality by use of boardwalks and/or bridges across Devereux Creek and in wet or eroded areas in the vicinity of the Ellwood Main grove.

e. Two accessways from the bluff top to Ellwood Beach (identified as accessways E and F~~) are planned,~~), as shown on Figure 3-3~~. These beach accessways~~, shall be ~~planned~~maintained to accommodate pedestrians only.

1) Improvements to ~~accessway~~Access Point E, which is a steeply sloped former roadway with a badly eroded asphalt surface, are limited to repairs to improve the surface for the safety of users and to reduce further erosion of the bluff face and pathway.

2) Improvements to ~~accessway~~Access Point F, which is a steep pathway down the face of the bluff, shall be designed to smooth the surface, improve drainage, and reduce erosion of the path and bluff face ~~and are generally limited to~~. Improvements may include minor grading and placement of landscape ties or a similar material to stabilize the pathway.

f. ~~A public access parking lot consisting of not less than 40 parking spaces shall be provided adjacent to Hollister Avenue, as shown in Figure 3-3.~~ The following standards shall apply to public parking serving the open space area:

1) The public access parking lot adjacent to Hollister Avenue shall maintain a minimum of 45 spaces. and shall be open from 4 a.m. to 10 p.m. daily.

2) The public access parking lot shall be paved with permeable materials to reduce stormwater runoff and prevent pollution of surface waters.

~~2~~3) Landscaping of the public access parking lot and Hollister Avenue street frontage shall maintain a natural appearance and shall be limited to drought-tolerant native species. Landscaping shall not impair views of the coastal bluff-top, ocean, and Channel Islands from Hollister Avenue.

~~3~~4) Onstreet parking on streets within the Ellwood neighborhood shall be available ~~as needed~~ for public coastal access~~, subject to appropriate restrictions on the hours of availability and duration of such parking~~.

g. A limited amount of facilities or amenities may be provided within the open space area to better accommodate users and manage accessways to protect natural resources. These may include the following:

1) A potential public restroom facility to be located between the public parking lot and Hollister Avenue, which shall be designed to avoid impairing views of the ocean and the Channel Islands from Hollister Avenue.

2) Low-profile signs to identify permitted uses, guide pedestrians, interpret resources, and advise users on resource protection regulations.

3) Temporary or permanent barriers to establish protection for sensitive plants and animals and habitat restoration areas that are compatible with the natural appearance of the surroundings.

4) Benches at a limited number of selected scenic locations.

5) Trash receptacles, mutt-mitt dispensers, and other similar low-impact facilities.

h. A signage program shall be prepared for the open space area consistent with subpolicy OS 3.4. The overall intent or purposes of the sign program shall be to assist and inform visitors as to open space regulations, directions, and information. Signs shall be designed and located in a manner that is protective of environmental and visual resources and may include the following:

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1) A donor recognition sign. 2) Trail markers identifying names, directions, and distances. 3) Trail head signs. 4) Interpretative signs. 5) Regulatory signs, including trail and open space rules, ~~closures~~parking lot timing restrictions, and hazardous areas~~.~~ (for example, tsunami signs). 6) Habitat protection signs.
OS 5.4: Protection and Enhancement of Habitat Areas [GP/CP] Within its boundaries, the Ellwood-Devereux Open Space Area encompasses a diverse array of sensitive aquatic and upland habitats, as generally shown on Figure 3-3. These habitats include beach and shoreline areas, dunes, rocky intertidal areas, coastal bluffs, monarch butterfly aggregation sites and associated eucalyptus groves, vernal pools, riparian areas along Devereux Creek and its tributaries, coastal sage and scrub areas, native grasslands, and raptor nesting and roosting areas. All environmentally sensitive habitat areas shall be managed and protected consistent with the policies and standards described in the Conservation Element of this plan. In addition, the following criteria and standards shall apply to the Ellwood-Devereux Open Space Area: a. ~~Habitat management on City owned lands shall be implemented within a broad ecosystem context in which habitat management priorities will consider the role of the targeted habitats and the interrelationships with other habitats in the open space area. In addition to protection of existing habitats, management actions may include interventions to enhance or restore degraded habitat conditions. All management activities shall use an adaptive approach that includes monitoring and adjustments to ensure that self-sustaining habitats will be created that are not reliant on long-term human intervention.~~ ~~b.~~ Priority habitat management activities include ensuring the long-term vitality of the eucalyptus groves and stability in the monarch butterfly population; restoration of native grasslands; enhancement of vernal pools and riparian habitats; and protection of special status species, including various raptors and the western snowy plover. Some ~~examples of habitat management action~~preliminary restoration areas are shown on Figure 3-4. ~~c~~b. Habitat management activities shall be designed to accommodate public access and use in or adjacent to habitat areas, where practicable, in a manner consistent with protection of the resource. ~~d~~c. In all habitat enhancement or restoration projects, genetic stock for seeds and plants from the Devereux Creek watershed shall be used, unless such use has been determined to be infeasible.
OS 5.5: Use and Management of the Open Space Area [GP/CP] The following management ~~policies~~strategies shall apply to lands owned by the City within the Ellwood-Devereux Open Space area: a. An advisory committee may be established to provide advice and recommendations to the City regarding management of access, recreation uses, and habitat within the area. The committee may include residents of the adjacent neighborhoods as well as technical experts. b. The City shall develop and periodically update a comprehensive management plan to manage and restore the monarch butterfly aggregation sites on lands managed by the City within the Ellwood-Devereux Open Space area that addresses tree removal mitigation measures, habitat maintenance, enhancement, and restoration activities, protection and monitoring measures for monarch butterflies and other species, and public access improvements. c.~~Permitted uses include, but are not limited to, the~~ The following uses are compatible passive and coastal-dependent recreation activities at the Elwood-Devereux Open Space Area: hiking, bicycling and horseback riding on designated trails, bird-watching, surfing, sunbathing and beach play, surf fishing as allowed by law, swimming, scuba diving and snorkeling, kayaking, picnicking, playing of nonamplified musical instruments, kite flying, small educational tours, habitat restoration, scientific studies, and other similar uses ~~as deemed appropriate by the City~~. Particular uses may require advance approval of a permit by the City. ~~c~~d. Prohibited uses include, but are not necessarily limited to, the following: fireworks; camping; plant or wildlife collecting unless approved by the City; amplified music; radio-controlled motorized equipment such as model airplanes, cars and ~~cars~~drones; organized competitive sporting events such as track and field and bicycle races; large-scale special events and public gatherings; model rockets; fires of any kind, including in pits or in camp stoves; and archery, BB guns, pellet guns, paint guns, and firearms of all types. ~~d~~e. All private for-profit commercial uses of the City-owned portion of the Ellwood-Devereux Open Space Area shall be prohibited, including but not limited to commercial equestrian operations. ~~e~~f. Beach grooming using mechanical equipment shall be prohibited.

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~~f~~g. Any group activity other than restoration that causes damage to vegetation or soil outside of designated trails shall be prohibited. ~~g~~h. Use of herbicides, insecticides, and similar toxic substances shall not be permitted unless other nonchemical methods of pest control have been attempted or determined to be infeasible.
OS 5.6: Multi-jurisdictional Open Space Area. [GP/CP] The Ellwood-Devereux Open Space area within Goleta is a part of a planned contiguous open space area of over 650 acres along or near the Pacific shoreline. This larger multi-jurisdictional open space area includes lands managed by the Land Trust for Santa Barbara County, UCSB, and the County of Santa Barbara. The City intends to cooperate with the Land Trust of Santa Barbara County, UCSB, and the County of Santa Barbara in assuring connectivity of trails and in formulating and implementing habitat management strategies where such management activities have effects that extend beyond the boundaries of individual jurisdictions.
OS 6.11: Exterior Lighting [GP/CP] Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low-intensity features, shielded, and cause no light to trespass into native habitat to minimize impacts on wildlife. Night lighting for development may be permitted when subject to the following standards: a. The minimum lighting necessary shall be used to light walkways used for entry and exit to the structures, including parking areas, on the site. This lighting shall be limited to fixtures that do not exceed two feet in height, which are directed downward, and use bulbs that do not exceed 60 watts, or the equivalent. All other lighting of driveways or access roads is prohibited. b. Security lighting shall be attached to the residence or permitted accessory structures that is controlled by motion detectors, and is limited to 60 watts, or the equivalent. c. Lighting shall be prohibited around the perimeter of the parcel or for aesthetic purposes.
OS 10: Visitor-Serving Uses Objective: To preserve existing and prioritize new visitor-serving opportunities in the Coastal Zone.
OS 10.1: Visitor-Serving Priorities Priority shall be given to the development of visitor-serving commercial and recreational uses designed to enhance and complement public recreation areas and supplement public recreational opportunities. On land designated for visitor-serving commercial and/or recreational facilities, priority shall be given to such use over private residential or general commercial development. New visitor-serving uses shall not displace existing low-cost visitor-serving uses unless an equivalent replacement is provided.
OS 10.2: Compatibility of Visitor-Serving Commercial and Recreation Visitor-serving commercial and/or recreational uses may be located near public parks and open space areas only if the scale and intensity of the visitor-serving commercial and/or recreational uses is compatible with the character of the nearby parkland and open space and consistent with all applicable provisions of the LCP.
OS 10.3: Lower Cost Visitor-Serving Opportunities Coastal recreational and visitor-serving uses and opportunities, especially lower cost opportunities, shall be protected, encouraged, and where feasible, provided by both public and private means. Priority shall be given to visitor-serving developments that include free or lower cost public recreational opportunities. Removal or conversion of existing lower cost facilities and uses shall be prohibited unless the use will be replaced with comparable visitor-serving or recreational opportunities. There shall be no net-loss of existing lower cost visitor-serving opportunities in the Coastal Zone.

Attachment 2: Public Access Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Public Access Policy Revisions
OS 10.4: Lower Cost Overnight Accommodations New development that removes existing lower cost overnight accommodations, or replaces existing lower cost overnight accommodations with moderate or high cost accommodations, shall replace the low cost rooms at a one-to-one ratio. Replacement shall prioritize providing for lower cost accommodations on site where feasible; where on-site provision is not feasible, off-site provision at a suitable location within the City shall be completed and ready for use prior to occupancy of the on-site moderate or high cost accommodations, as feasible. New development, including redevelopment, of moderate and/or higher cost overnight accommodations shall provide at least 25% of the accommodations as lower cost. Where it is not feasible to provide lower cost overnight accommodations on or off site, payment of an in-lieu fee that is adequate to cover the cost of providing units off site shall be required as a condition of approval of the Coastal Development Permit for the overnight accommodations. All in-lieu fee payments shall be deposited into an interest-bearing account established by the City and shall only be used for the provision of new lower cost overnight accommodations. Funds may be used for activities including land acquisition, permitting costs, construction, and/or renovation that will result in additional lower cost overnight accommodations. The accommodations funded by the in-lieu fees shall be offered to the general public at lower cost rates and shall be protected by the City as lower cost accommodations in perpetuity. An analysis of the feasibility of providing lower cost overnight accommodations shall be required for any application for overnight accommodations that does not propose lower cost accommodations consistent with this subpolicy as part of the project. The feasibility study shall explain why providing lower cost accommodations on or off site is not feasible. This explanation shall address land value, development costs, a breakdown of the estimated annual revenues of the proposed overnight accommodations (including average daily room rate and occupancy rates), a breakdown of the estimated operating costs, and any other information necessary to address the feasibility of providing lower cost accommodations on site or as part of the project. An analysis of a proposed development's impact on the availability of lower cost overnight accommodations shall be required for any application involving the expansion, reduction, redevelopment, demolition, conversion, closure, or cessation of any project involving overnight accommodations, with the exception of short-term lodging within residential units. A development's impact on the availability of lower cost overnight accommodations is defined as loss in the available supply of existing lower cost overnight accommodations as a result of the development; failure to provide lower cost overnight accommodations where new accommodations are proposed; or failure to use land suitable for lower cost accommodations for that purpose.
OS 10.5: Accommodation Definitions Overnight accommodations shall be defined as low, moderate, or high cost as follows: a. Low Cost is the annual average daily room rate of all economy hotels and motels in the City. Economy hotels and motels are AAA-rated one or two diamond hotels, or equivalent. The annual average daily room rate of all economy hotels and motels in the City shall be purchased from Smith Travel Research, or shall be determined through a market survey by the City, every five years. b. Moderate Cost is the average daily room rate between low cost and high cost. c. High Cost is the annual average daily room rate for all Upscale, Upper Upscale, and Luxury Upscale hotel segments in the City. The annual average daily room rate for all Upscale, Upper Upscale, and Luxury Upscale hotels in the City shall be purchased from smith Travel Research, or shall be determined through a market survey by the City, every five years.

ATTACHMENT 3

Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

Attachment 3: Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
SE 1: Safety in General [GP/CP] Objective: To avoid siting of new development or land use activities in hazardous areas~~, and where this~~. Where it is infeasible~~, require appropriate mitigation~~ to ~~lessen or~~ avoid hazards, new development shall be sited and designed to minimize ~~exposure to hazards~~risks in areas of high geologic, flood, and fire hazard while protecting coastal and inland resources.
SE 1.1: Maintenance of Maps and Resources on Hazards [GP/CP] The City shall maintain and make available to the public maps and resources provided by other agencies that depict or describe areas of known safety hazards, including seismic and seismically induced hazards, coastal hazards, soil- and slope-related hazards, radon hazards, flooding hazards, industrial hazards, and fire hazards. The City shall coordinate with all associated agencies to periodically update ~~such~~adopted hazard maps through the General Plan and LCP Amendment process ~~and resources,~~ as new or refined information becomes available.
SE 1.2: Guidelines for Siting Highly Sensitive Uses and Critical Facilities. [GP/CP] In accord with the Land Use Element, the City shall discourage essential services buildings and other highly sensitive uses in areas subject to safety hazards. Highly sensitive uses are defined as those that meet one more of the following criteria: a. Land uses whose onsite population cannot be readily evacuated or otherwise adequately protected from serious harm through methods such as sheltering in-place. This includes, but is not limited to, schools, hospitals, clinics, nursing homes, multiple-family housing exclusively for the elderly or disabled, high-density residential, stadiums, arenas, and other uses with large public-assembly facilities. b. Land uses that serve critical "lifeline" functions such as water supplies, fire response, and police response if exposed to a significant risk that will curtail their lifeline functions for a critical period of time.
SE 1.3: Guidelines for Addressing Climate-Induced Impacts [GP/CP] Siting and design of development within or adjacent to a coastal hazard area shall account predicted future changes in sea level and other climate-induced hazards. In particular, an acceleration of the historic rate of sea level rise shall be considered and based on up-to-date scientific papers and studies, agency guidance, and reports by state, national, and international science groups. Because of the uncertainties about future sea level rise, a range of likely and extreme rises in sea level and storm events shall be used in the planning and permitting of development to assess project sensitivity to future water levels, identify possible adverse consequences to the development and the surrounding area if the anticipated sea level is exceeded, and determine the minimum acceptable amount of future sea level rise that can be used for design purposes.
SE 1.~~3~~4: Site-Specific Hazards Studies [GP/CP] Applications for development within or adjacent to a hazard area shown on the hazards maps in Figures 5.1 – 5.3, or where there substantial evidence demonstrates that a geologic or coastal hazard may exist either currently or in the foreseeable future, shall be required to provide the City with a site-specific hazard study at the time that a development proposal is submitted. ~~Applications for new development shall consider exposure of the new development to coastal and other hazards.~~ Where appropriate, and pursuant to SE 3.2, 4.3, 4.11, 5.1, and 5.2,an application for new development shall include a coastal hazards/geologic/soils/geotechnical study based on the current best available science and any other studies that identify geologic and/or coastal hazards affecting the proposed project site, specific additional vulnerabilities expected to be exacerbated by climate change, and identify any necessary mitigation or adaptation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic and/or coastal hazards for the anticipated life of the proposed development. The report shall be prepared and signed by a licensed certified engineering geologist, geotechnical engineer, or other coastal qualified professional and shall be subject to review and acceptance by the City.
SE 1.5: Anticipated Life Expectancy of Development [GP/CP] Applications for new development shall specify the anticipated life of the development. The City shall review the anticipated life compared with existing conditions and retain the right to modify the expected life expectancy. The anticipated life of development is not an entitlement to retain the structure, nor does it guarantee safety over the anticipated life expectancy. Each type of development is generally defined by the following timeframes unless a project-specific analysis or other more specific LCP policy determines otherwise. a. Temporary structures, moveable or expendable construction: 5 years b. Ancillary development or amenity structures: 25 years

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
c. Mobile homes: 30 years d. Residential or commercial structures, accessory dwelling units, or manufactured homes: 75 years e. Critical infrastructure, subdivisions, and lot line adjustments that increase subdivision potential for any affected lot or increase the number of residentially developable lots than existed before the lot line adjustment: 100 years
SE ~~1.4~~1.6: Deed Restriction in Hazardous Areas [GP/CP] As a condition of approval for development on property subject to current or future ~~the~~geologic, seismic, flooding, and other hazards addressed in this Safety Element, the property owner shall be required to agree to, and a private applicant for development other than minor, non-structural or temporary development (e.g., a temporary event, landscaping), must also execute and record a deed restriction ~~requiring a real estate disclosure~~, disclosing ~~that for~~ the following: 1) A~~a~~cknowledging~~es~~ and assuming~~es~~ responsibility for the risks of injury and damage from such hazards in connection with the permitted development; 2) W~~w~~aiving~~es~~ any future claims of damage or liability against the City (or Coastal Commission if permit was appealed); ~~and~~ 3) A~~a~~greeing~~s~~ to indemnify and hold harmless the City (or Coastal Commission on appeal) against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards~~.~~; 4) [for non-Coastal-dependent development] Acknowledging that the owner has no rights under Coastal Act Section 30235 and related LCP policies to shoreline armoring in the future; 5) Acknowledging that sea level rise could render it difficult or impossible to provide services to the site (e.g., maintenance of roadways, utilities, sewage or water systems), thereby constraining allowed uses of the site or rendering it uninhabitable; 6) Acknowledging that the boundary between public land (tidelands) and private land may shift with rising seas, the structure may eventually be located on lands impressed with a public trust interest, and the development approval does not permit development to be located on lands impressed with a public trust interest 7) Acknowledging any future development that comes to be located on lands impressed with a public trust interest must be removed unless the Coastal Commission determines that the development may remain pursuant to the Coastal Act and authorizes it to remain, and any such development would also be subject to the State Lands Commission's (or other trustee agency's) leasing approval; and 8) Acknowledging that the structure may be required to be removed or relocated and the site restored if it becomes unsafe or if removal is required pursuant to LCP Policy SE X.X.
SE 1.7: Real Estate Disclosures [GP/CP] The City shall require real estate disclosures of all hazards identified in the Safety Element, including hazards associated with anticipated sea level rise, geologic hazards, and coastal bluff retreat, as specifically found in Figures 5-1 – 5.3.
SE 1.8: Guidelines for Siting Highly Sensitive Uses and Critical Facilities [GP/CP] In accord with the Land Use Element and the Public Facilities Element, the City shall avoid siting essential services buildings and other highly sensitive uses in areas subject to existing and future safety hazards, except where no other feasible alternative exists. Highly sensitive uses are defined as those that meet one or more of the following criteria: a. Land uses whose onsite population cannot be readily evacuated or otherwise adequately protected from serious harm through methods such as sheltering in-place. This includes, but is not limited to, schools, hospitals, clinics, nursing homes, multiple-family housing exclusively for the elderly or disabled, high-density residential, stadiums, arenas, and other uses with large public-assembly facilities. b. Land uses that serve critical "lifeline" functions such as water supplies, fire response, and police response if exposed to a significant risk that will curtail their lifeline functions for a critical period of time.
SE 1.~~5~~9: Subdivision of New Lots in Hazard Areas [GP/CP] Land divisions, including lot line adjustments, shall be prohibited in areas subject to geologic, seismic, flooding, and other hazards unless it is demonstrated by the subdivider that all lots in the new subdivision will have sufficient buildable land area, including land area for any necessary access roads, that is situated outside the hazardous portions of the property.

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SE 2: ~~Bluff Erosion and Retreat~~Siting of Shoreline Development [GP/CP]

Objective: To ensure safe siting of beachfront and bluff-top ~~buildings and other~~ development to minimize risks from shoreline hazards for the anticipated life of the development and to avoid the ~~need for~~use of shoreline or bluff erosion-control structures for new development. To monitor and respond to the impacts of climate change along the Goleta coastline.

SE 2.1: Coastal Bluff Setbacks ~~for Buildings~~ [GP/CP]

All new ~~permanent buildings~~development, except as allowed in SE 2.2, shall be set back ~~at least 130 feet~~ from the ~~top~~edge of the bluff a sufficient distance to ensure that it will not be endangered by erosion for a projected 100-year anticipated life, plus an added geologic stability factor of 1.5. The ~~130-foot setback~~ calculation for the bluff setback consists of the sum of the following: 1~~a~~) 100 times a conservative average annual rate of bluff retreat of 1.0 feet per year of bluff retreat and ~~b~~2) ~~a 30-foot additional safety buffer~~ An escalation of the historic annual rates that account for a range of projected sea level rise scenarios, and 3) The greater in distance between a conservative estimate of the size of a slope failure inherent in the geologic formation or a factor of safety of 1.5. A lesser setback may be considered provided that a site-specific geological or geotechnical engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate~~, plus 30 feet, standard~~ accelerated for sea level rise plus the failure width inherent in the geological unit. The setback calculation shall be included in a geotechnical report from a licensed certified engineering geologist, geotechnical engineer, or other coastal qualified professional. Repair and maintenance of ~~existing~~ bluff-top structures that encroach into the required setback are allowed provided it does not increase the nonconformity of the structure. In some cases, a landward variance on setbacks or height may be allowed if the setback takes up a majority of the parcel. New pools, sports courts, and similar developments shall adhere to the coastal bluff setback.. ~~Minor additions (less than 10 percent of the existing building's floor area) to existing bluff-top structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure.~~

SE 2.2: Coastal Bluff Setbacks for Minor Ancillary Development~~for Other Structures~~[GP/CP]

Minor ancillary development that does not require structural foundations or excavation grading, and that can be readily removed and/or relocated, such as decks, patios, and walkways, ~~Structures other than buildings~~ may be permitted within the ~~130-foot~~ bluff setback area~~, but in~~. In no case shall any new ~~structure~~development be located less than ~~30 feet~~ one geological failure unit width or a 1.5 factor of safety from the top of the coastal bluff. ~~All such structures should be moveable or replaceable such that~~ The ancillary development shall be removed or relocated landward when threatened by erosion, and coastal armoring or coastal bluff retaining walls ~~are~~shall not be permitted should these structures be threatened by bluff retreat. ~~This setback prohibition does~~The coastal bluff setback does not apply to minor ~~structures~~ development associated with passive recreational uses such as signs ~~and~~, benches, trails, and public staircases. In the event that portions of the development fall to the bluffs, beach or ocean before they are removed/relocated, the landowner will remove all recoverable debris associated with the development from the bluffs, beach and ocean pursuant to a coastal development permit (unless no coastal development permit is required) and lawfully dispose of the material in an approved disposal site.

SE 2.3: Prohibition of Shoreline Armoring for Bluff-Top Development [GP/CP]

The installation of coastal armoring to protect non- coastal dependent, bluff-top development constructed after the effective date of Public Resources Code Section 30235 shall be prohibited (defined here as January 1, 1977). Such prohibited armoring includes but is not limited to seawalls, revetments, and riprap. Should ~~existing~~ bluff-top ~~buildings~~development be threatened by coastal bluff retreat, threatened structures shall be relocated, ~~or~~ removed, or otherwise modified to make them habitable or safely usable through means other than constructing coastal armoring. In some cases, variances to the landward side setback may be approved to accommodate this retreat on the parcel.

SE 2.4: ~~Building~~ Setbacks along Non-Bluff Coastlines [GP/CP]

~~Appropriate setbacks~~Setbacks shall be required for shoreline segments that lack coastal bluffs sufficient to ensure that the new beachfront development is sited to minimize risk and ensure structural stability in light of existing or future coastal hazards for the anticipated life of the development. For ~~all structures~~ development proposed within 500 feet of the mean high tide line in areas that lack coastal bluffs, a site-specific shoreline erosion rate and shoreline hazards study shall be required. Such a study must demonstrate that the proposed ~~structure~~ development would not be expected to be subject to shoreline erosion, wave uprush, sea level rise, or other hazards for the ~~structure's lifetime or for 50 years, whichever is greater~~ anticipated life of the development. Analyses of flooding, inundation and wave impacts shall take into consideration the increase in hazards due to a range of projected sea level rise scenarios as well as the potential for the development to become located on public trust lands in the future. The setback does not apply to minor development associated with passive recreational uses such as signs, benches, and trails, or temporary and non-structural development, such as habitat restoration work, temporary events, and lifeguard towers.

Attachment 3: Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
SE 2.5: Prohibition on Coastal Armoring for Non-Bluff Coastlines [GP/CP] The installation of coastal armoring along non-bluff segments of the coastline to protect non-coastal dependent shoreline development constructed after the effective date of Public Resources Code Section 30235 (defined here as January 1, 1977) shall be prohibited. Such prohibited coastal armoring includes, but is not limited to, seawalls, revetments, and riprap. ~~Should~~Where ~~shoreline~~ coastal armoring ~~structures constructed after adoption of these policies be~~ is prohibited, development threatened by ~~coastal bluff retreat, threatened structures~~shoreline hazards shall be relocated or removed at the owner's expense.
SE 2.6: Prohibition of Structures on Bluff Faces [GP/CP] No ~~permanent structures~~development shall be permitted on a bluff face, except for engineered public beach accessways, habitat restoration, or revegetation. Such structures shall be designed and constructed to discourage foot traffic onto the bluff face and prevent any further erosion of the bluff face without obscuring views and vistas and to be visually compatible with the surrounding area to the maximum extent feasible.
SE 2.8: Siting of New Development [GP/CP] New development that is in proximity to the shoreline, beaches, or bluffs shall take into account coastal hazards and the extent of shoreline migration and groundwater changes that can be anticipated over the anticipated life of the development, accounting for sea level rise and coastal storm projections. New development shall be sited and designed in ways that: avoid, or minimize if avoidance is infeasible,: risks to life and property; assure stability and structural integrity of the development without reliance on coastal armoring that substantially alter natural landforms; protect public access and recreation, scenic resources, and the quality or quantity of the natural supply of sediment to the coastline; and do not contribute significantly to geologic instability or destruction of the site or surrounding area.
SE 2.9: Monitor and Respond to Coastal Hazards [GP/CP] Monitor and respond to the impacts of large storm events and sea level rise on the Goleta coastline. a. Continue to gather information on the effects of coastal erosion and sea level rise on the bluffs, beaches and shoreline, including identifying the most vulnerable areas, structures, facilities, and resources; specifically areas with priority coastal dependent resources such as beaches, public access, and recreation resources, including the California Coastal Trail, significant habitat such as wetlands or wetland restoration areas and riverine areas, open space areas where future wetland migration would be possible, and existing and planned sites for critical infrastructure. Participate, as possible, in regional assessments of sea level rise vulnerability, risk, and adaption planning efforts to ensure compatible treatment for sea level rise across jurisdictional boundaries. Any vulnerability assessment shall use best available science and multiple scenarios, including best available scientific estimates of expected sea level rise. b. Best available science shall be updated, in keeping with regional policy efforts, as new, peer-reviewed studies on sea level rise, climate change, vertical land motion, or flood hazard modeling become available and as agencies such as the California Ocean Protection Council, California Office of Planning and Research, Federal Emergency Management Agency, National Oceanic and Atmospheric Administration, or the California Coastal Commission issue updates to their guidance reports. c. Participate in a regional sea level rise vulnerability assessment or the Federal Emergency Management Agency multi-hazard assessment and give special attention to the vulnerable areas and coastal dependent resources. Coordinate with neighboring jurisdictions such as the City and County of Santa Barbara to ensure consistency and improved regional sea level rise adaptation. d. Based on information gathered over time, propose additional policies and other adaptation strategies for inclusion in the City's General Plan and Coastal Land Use Plan (GP/CLUP) in order to address the impacts of sea level rise. As applicable, recommendations may include such actions as: 1. Relocation of existing or planned development to safer locations, working with entities that plan or operate infrastructure, such as the California Department of Transportation. 2.Implementing mechanisms to support hazard avoidance or structure relocation, such as rolling easements, conservation easements, fee simple acquisition, downzoning, transfer of development credits, and habitat adaptation or living shorelines. 3.Changes to GP/CLUP land uses, and siting and design standards for new development, to avoid and minimize risks. 4.Changes to standards for wetlands, stream buffers, and setbacks. 5.Modifications to the GP/CLUP to ensure long-term protection of the function and connectivity of existing public access and recreation resources.

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
6. Adaptation strategies that may become more cost-effective as economic life of structures and infrastructure draws near.
SE 3: Beach Erosion and Shoreline Hazards [GP/CP] Objective: To ~~minimize or~~preserve natural shoreline processes to the maximum extent feasible and eliminate the need for coastal armoring ~~or shoreline protection structures~~ for the anticipated life of new development, while siting development safely, maintaining shoreline sand supply, and providing safe lateral and vertical shoreline access.
SE 3.1: ~~Permanent Structures~~Beach and Dune Development [GP/CP] ~~New permanent structures~~ New development shall be prohibited seaward of the ~~top~~ toe of the coastal ~~bluff or~~bluffs and vegetated ~~dune The exceptions to this prohibition include~~dunes, except for the following: 1) ~~wooden~~ Wooden ~~stairs~~boardwalks, accessways, and other similar, lightly constructed structures that provide public beach access~~, and 2) improvements necessary to provide~~ 2) A~~a~~access ~~to the beach~~ for emergency responders~~,~~ if such emergency access is appropriate and no other method~~s~~ of access ~~are~~is feasible~~.~~, and ~~2~~3) Infrastructure to support coastal dependent uses that are otherwise allowed within the Coastal Zone and where there is no other feasible siting alternative. All allowable development shall be consistent with the protection of coastal resources and all other policies and provisions of the LCP
SE 3.2: Coastal ~~Engineering~~ Hazards Report [GP/CP] ~~Where appropriate, applications~~Applications for new development on a beach, dune, or bluff-top property or as shown on the Hazard Maps in Figures 5.1-5.3 shall include a ~~wave uprush and impact~~coastal hazards report and analysis prepared by a licensed civil engineer with expertise in coastal engineering and geomorphology or other suitably qualified professional that addresses and demonstrates the effects of the proposed development in relation to the following: a. The cross-shore profile of the beach. b. Surveyed locations of mean high tide lines acceptable to the State Lands Commission. c. The availability of public access to and along the beach and potential to impact access and recreation over the life of the structure. d. The area of the site subject to ~~wave uprush~~coastal hazards during at least a 100-year storm event, with high tide, elevated water level due to sea level rise, storm surge and basin-wide events such as El Niño or Pacific Decadal Oscillation. e. Foundation design requirements to facilitate elevating or relocating the structure. f. The potential need for coastal armoring ~~a shoreline protection structure~~ over the anticipated life of the project. g. The long-term effects of the proposed development on shoreline sand supply. h. Analysis of the sensitivity of the proposed project and project site to a range of projected sea level rise scenarios for the anticipated life of the development. ~~Future projections of rise in sea levels~~. i. Project alternatives designed to avoid or lessen impacts and/or exposure to shoreline hazards. j. Adaptation strategies that neither create nor add to impacts to existing coastal resources and that could be incorporated into the development to reduce the long-term exposure to hazards. k. Projections of the footprint of the structure to be subject to wave uprush by analyzing a range of projected sea level rise scenarios for the anticipated life of the development.
~~**SE 3.3: Temporary Structures [GP/CP]**~~ ~~Temporary structures seaward of the top of the coastal bluff shall be allowed subject to approval of an appropriate discretionary permit. The findings for approval of such a permit shall include the requirement that the temporary structure not substantially interfere with lateral or vertical beach access or adversely impact coastal processes. Temporary structures are defined as structures that will be retained no longer than 3 years. A bond to cover removal of the structure shall be posted with the City before the structure can begin construction. Standards for review of temporary structures and the appropriate permit process shall be included in the City's new zoning code.~~

Attachment 3: Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
SE 3.4: Installation of New Coastal Armoring [GP/CP] Pursuant to Public Resources Code Section 30235, revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall only be permitted when required to serve coastal-dependent uses or to protect structures lawfully existing as of the effective date of Public Resources Code Section 30235 (defined here as January 1, 1977) or public beaches in danger from erosion, ~~and~~ when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, and when there is no less environmentally damaging feasible alternative. No coastal armoring shall be permitted for the sole purpose of protecting an ancillary or accessory structure or use. Such ancillary or accessory structure or use shall be removed or discontinued if a relevant agency with jurisdiction makes a final decision determining that the structure is in danger from erosion, flooding, or wave action, and there is no feasible way to modify the structure or use to make it habitable or safely usable through means other than constructing coastal armoring. ~~In particular,~~ Where coastal armoring is authorized pursuant to the ~~goals of mitigation~~criteria above, new armoring, including replacement and substantial repairs (i.e., the cumulative demolition and reconstruction, addition of material, or replacement of 50 percent or more of the armoring, calculated cumulatively from the date of the original certification of the City's LCP, shall ~~include, but not~~ be ~~limited to~~sited and designed to avoid, or if avoidance is infeasible, minimize impacts to coastal resources to the maximum extent feasible by, for example, locating the armoring as landward as feasible, limiting the size and scope of the armoring to the minimum necessary, maintaining beach widths fronting and adjacent to coastal armoring structures where feasible and maintaining safe vertical and lateral beach access. Impacts to coastal resources from new armoring that would serve to extend the life of the structure shall be fully mitigated. Approval of the armoring shall be conditioned to terminate with the expected remaining economic life of the structure and require a bond to be paid for armoring projects, including replacement or substantial repair of existing armoring, within the first five years of construction to pay for removal of the structure at the end of its permitted life.
~~**SE 3.5: Permitted Coastal Armoring for Publicly Owned Beaches and Vertical Beach Accesses [GP/CP]**~~ ~~Coastal armoring may be allowed to protect and maintain safe public vertical beach accessways. Coastal armoring may also be allowed as a component of a beach restoration project for a publicly owned beach. Coastal armoring designed to provide for safe vertical beach access should be limited in size and scope to the minimum amount necessary and be placed as far landward as possible to minimize impacts to beach processes and maximize the provision of safe lateral beach access. Similar standards for limiting armoring to the least amount necessary apply to armoring associated with public beach restoration projects.~~
SE 3.6: Repair and Maintenance of Coastal Armoring [GP/CP] Non-exempt r~~R~~epair and maintenance of existing ~~or~~ , legal~~ly permitted~~ coastal armoring may be permitted only if the repair and maintenance activities do not result in an enlargement or extension of armoring, and where an engineering or geological study demonstrates that in the absence of such repair and maintenance, the structure(s) protected by the armoring would be subject to damage from identified coastal hazards. ~~"Existing" as used in this policy shall mean existing as of the effective date of Public Resources Code Section 30235.~~ Repair and maintenance activities shall not result in a seaward encroachment of the coastal armoring. Maintenance and repairs shall not extend the life of the shoreline protection device beyond the life of the development it protects.
SE 3.7: Standards for Coastal Armoring and Requirements for Applications [GP/CP] Any proposal for installation or repair and maintenance of coastal armoring submitted pursuant to Subpolicies SE 3.4~~, SE 3.5,~~ or SE 3.6 shall include an engineering or geological study that demonstrates that in the absence of the proposed project, the ~~structure~~ development to be protected by the armoring would be subject to damage by identified coastal hazards. The report must also document the loss of sediment supply caused from the reduction of erosion, the potential to reduce lateral beach access and recreational opportunities, and projections of the footprint of the structure to be subject to wave uprush under a range of sea-level rise scenarios. Such a proposal shall also include an analysis of all feasible alternatives to coastal armoring as well as siting or design alternatives that would minimize impacts to coastal resources, including the placement of the development as far landward as feasible. The alternatives analysis shall include but not be limited to the relocation of the threatened structure or development as well as the removal of portions of the threatened structure or development. The alternatives analysis ~~should demonstrate that the proposed armoring is~~shall identify the least environmentally damaging alternative and shall demonstrate that the armoring has been designed to eliminate or, if elimination is not feasible, mitigate adverse impacts on local shoreline sand supply, coastal resources, and recreation. All armoring structures shall be designed to be visually compatible with the adjacent shoreline segment.
SE 3.8: Removal of Derelict Coastal Armoring Structures [GP/CP] The City shall support the removal of derelict coastal armoring structures by expediting the permit process. Derelict coastal armoring is defined as armoring that was constructed to protect any structure that has been demolished or removed or armoring that has fallen into disrepair~~,~~ or presents a nuisance or safety hazard. Portions of the steel-reinforced wooden seawall along the eastern frontage of the Sandpiper Golf Course (east of the shoreline oil piers of PRC~~State Lease~~ 421) should be removed as such portions are exposed seaward of the toe of the bluff. The placement of additional backfill

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to shore up this structure shall be prohibited, and natural shoreline processes shall be allowed to resume. ~~This requirement does not apply to the rock revetment that protects the access road to the State Lease 421 piers, unless and until these wells are properly abandoned and the pier structures are removed.~~
SE 3.9: Removal of Non-Natural Beach Hazards [GP/CP] The City supports existing and new efforts to identify and properly remove remnant piers, bulkheads, derelict oil well materials, and other beach hazards. The City encourages implementation of the State Lands Commission's Beach Hazards Removal Project, which was approved by the State Lands Commission in May 2002~~, but not implemented due to state budget limitations~~ and partially implemented in 2010 and 2014. The remainder will be implemented subject to State funding constraints.
SE 3.10: Complete and Prompt Abandonment of Shoreline Structures [GP/CP] Upon decommissioning of the two shoreline oil wells (PRC~~State Lease~~ 421 wells), the complete demolition and removal of all associated structures shall be required by the owner. The timeframe for complete demolition shall be within ~~3~~ five years of the ceasing of production operations in accordance with LU 10.4. Associated structures include but are not limited to the caisson walls, the piers, the revetment, and any inactive pipelines within 100 feet of the top of the revetment. Abandonment in place for inactive pipelines associated with PRC~~State Lease~~ 421 production shall not be permitted, as subsequent coastal erosion could expose these structures, unless there is no feasible less environmentally damaging alternative. Pier supports and pilings shall be cut below the surface as far as possible, and ideally down to bedrock to prevent subsequent exposure by winter beach scour.
SE 3.11: Redevelopment [GP/CP] Upon redevelopment of a structure (as defined in Policy SE X.X), the structure shall be considered new development that must conform with all siting, design, and other LCP standards related to coastal hazards and armoring limitations, as well as with all other policies that apply to new development. In the event that a structure that is protected by legal, existing coastal armoring is redeveloped, the existing coastal armoring shall be removed if it is no longer necessary to protect existing development or otherwise allowed consistent with Policy SE 3.4.
SE 3.12: Soft Solutions [CP] Soft or nature-based solutions, such as beach sand nourishment and dune restoration, may be permitted to protect development and beaches threatened by erosion.
SE 4: Seismic and Seismically Induced Hazards [GP/CP] Objective: To minimize the potential for loss of life and property and economic and social disruption resulting from seismic events and seismically induced hazards.
SE 4.1: Information on Faults and Geologic Hazards [GP/CP] The City will maintain up-to-date information on faults and geologic hazards in and offshore of Goleta as provided in source documents from the California Division of Mines and Geology, the U.S. Geological Survey, and other agencies. As new information from geologic studies becomes available, the City shall incorporate this information into its maps and resources pertaining to seismic hazards, including periodic update of Figure 5-2 through the General Plan and LCP Amendment process.
SE 4.2: Potentially Active Faults [GP/CP] Potentially active faults shall be subject to the same requirements as active faults unless and until geological or geotechnical studies demonstrate that a given potentially active fault is not active.
SE 4.3: Geotechnical and Geologic Studies Required [GP/CP] Where appropriate, the City shall require applications for ~~planning entitlements for~~ new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance. The studies shall be included as part of an application for development and shall be prepared and signed by a licensed and certified engineering geologist or geotechnical engineer, or other suitably qualified professional, whose qualifications shall be subject to review and approval by the City.

Attachment 3: Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

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SE 4.4: Setback from Faults [GP/CP] New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture, except for necessary infrastructure where no other feasible alternative exists. Nonstructural development may be allowed in such areas~~, depending on how such nonstructural development would~~ where it can withstand or respond to fault rupture or other seismic damage.
SE 4.10: Avoidance of Liquefaction Hazard Areas ~~for Critical Facilities~~ [GP/CP] ~~The City~~New development shall ~~discourage the construction of critical facilities in areas of~~ be sited to avoid potential liquefaction hazards to the maximum extent feasible. In cases where ~~construction of such facilities~~development cannot avoid liquefaction-hazard areas, the City shall require implementation of appropriate site preparation and/or structural mitigation as recommended in site-specific geotechnical and soils studies to minimize the liquefaction hazard and assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area. Within the Coastal Zone, all site preparation and/or structural mitigation shall be consistent with all policies and provisions of the City's LCP.
SE 4.11: Geotechnical Report Required for Liquefaction or Seismic Settlement [GP/CP] The City shall require geotechnical and/or geologic reports as part of the application for ~~construction of habitable structures and essential services buildings (as defined by the building code) sited~~new development proposed in areas having a medium-to-high potential for liquefaction and seismic settlement. The geotechnical study shall evaluate the potential for liquefaction and/or seismic-related settlement to impact the development~~,~~ and identify appropriate structural-design parameters to mitigate potential hazards. The report shall be included as part of an application for development and shall be prepared and signed by a licensed and certified engineering geologist or geotechnical engineer and whose qualifications shall be subject to review and approval by the City.
SE 4.12: Safety Measures for Tsunami Hazard Areas [GP/CP] The following shall apply in tsunami hazard areas: a. New development~~s~~ shall include design features or other measures, as feasible, that provide for safe harbor on site. Within the Coastal Zone, tsunami design features or mitigation that constitute new development shall be subject to a Coastal Development Permit. b. Existing critical facilities within the tsunami hazard area should be reviewed by the City Building Official, or designee, in conjunction with the appropriate state agency, to ensure that adequate areas for safe harbor are available on site and/or that other measures or features exist to minimize risk of injuries and deaths in the event of a tsunami. c. ~~The City, in~~ In cooperation with the County and/or State Offices of Emergency Services, the City encourages development of an emergency notification and evacuation plan in response to a tsunami warning. The City shall cooperate with these agencies to develop educational materials informing people of the causes of tsunamis, tsunami characteristics and warning signs (such as a locally felt earthquake or unusually recession of near-shore waters), and appropriate tsunami-response measures. These educational materials shall be made available to residents of and visitors to Goleta. Visitor serving industries will be required to have copies of the educational materials clearly visible.
SE 5: Soil and Slope Stability Hazards [GP/CP] Objectives: To promote safely sized, sited, and designed development in erosion-prone hazard areas. To reduce the potential loss of both public and private property in areas subject to steep slopes and erosion hazards.
SE 5.X: Soil and Geology-Related Hazards New development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.
SE 5.1: Evaluation of Slope-Related Hazards [GP/CP] The City shall require geotechnical/geological, soil, and structural engineering studies for all development proposed in areas of known high and moderate landslide potential or on slopes equaling or exceeding 25 percent. The studies shall evaluate the potential for landslides, rockfalls, debris flows, soil creep, and other mass movement processes that could impact the development~~; they shall also identify mitigation to reduce these potential impacts, if needed~~. If necessary, the report shall also identify mitigation measures or feasible project alternatives that would reduce the risk of hazards. The studies shall be included as part of an application for development and shall be prepared and signed by a licensed, certified engineering geologist or geotechnical engineer whose qualifications shall be subject to review and approval by the City.

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SE 5.2: Evaluation of Soil-Related Hazards [GP/CP]

The City shall require structural evaluation reports with appropriate ~~mitigation~~structural design measures to be provided for all new subdivisions, and for ~~discretionary~~ projects proposing new nonresidential buildings or substantial additions as a preliminary evaluation to determine the potential for soil-related hazards. ~~Depending on the conclusions of t~~The structural evaluation report~~,~~ will recommend whether full soil and geological reports ~~may also be required.~~are necessary to further identify and describe hazards, recommend siting and design alternatives, and/or recommend mitigation measures. Such ~~studies~~ reports shall be prepared by a licensed, certified engineering geologist or geotechnical engineer whose qualifications shall be subject to the approval of the City. The reports shall evaluate the potential for soil expansion, compression, and collapse to impact the proposed development, proposed development site, or off-site properties and development. The reports ~~; they~~ shall also identify mitigation to reduce these potential impacts, if needed.

SE 5.3: Avoidance of Landslide Hazards for Critical Facilities [GP/CP]

The City shall prohibit the construction of critical facilities ~~(hospitals, schools, communication centers, fire and police facilities, power plants, etc.)~~ in areas of high landslide potential. The City shall ~~discourage~~avoid approving ~~the~~ construction of critical facilities in areas of moderate landslide potential, except where no other feasible alternative exists. In cases where construction of such facilities cannot avoid moderate landslide hazard areas, the City shall require implementation of ~~appropriate mitigation as recommended in site-specific geotechnical and soils studies~~structural and/or slope mitigation as recommended in the required site-specific geotechnical and soils studies. Within the Coastal Zone, all structural and/or slope mitigation shall be consistent with all policies and provisions of the City's LCP. The site-specific studies shall be included as part of an application for development and shall be prepared and signed by a licensed, certified engineering geologist or geotechnical engineer whose qualifications shall be subject to review and approval by the City.

SE 5.4: Avoidance of Soil-Related Hazards [GP/CP]

For ~~the~~ proposed development ~~of any critical facilities~~ in areas subject to ~~soil-related hazards, as well as for noncritical facilities in areas subject to~~slope-stability and soil-related hazards, the City shall require site-specific geotechnical, soil, and/or structural engineering studies to assess the degree of hazard on the proposed site, which must ~~and~~ recommend any appropriate site design modifications, ~~or~~design alternatives, ~~considerations as well as any other~~or appropriate mitigation measures. The City shall not approve development in areas subject to soil-related hazards, unless appropriate structural and/or geotechnical mitigation measures are ~~identified and committed to~~ implemented ~~that would reduce hazards to an acceptable level~~. Within the Coastal Zone, all structural and/or geotechnical mitigation shall be consistent with all policies and provisions of the City's LCP.

SE 5.5: Minimization of Grading in Hazardous Areas [GP/CP]

~~All construction proposed for~~New development in areas with steep slopes that are ~~(~~equal to or greater than 25 percent~~) slopes~~ or that are subject to slope-stability and soil-~~ and slope-~~related hazards shall minimize grading and grubbing, landform alteration, ~~the area to be graded~~ and ~~shall also minimize~~ the overall area of site ~~vegetation removal or~~ disturbance.

~~**SE 5.6: Streambed Stabilization Projects [GP/CP]**~~

~~In stream areas susceptible to slope failure, the City shall pursue and implement streambed stabilization projects. For these projects, stabilization by restoration with native plantings and natural-looking, "soft" stabilization methods shall be preferred over concrete channelization, gabions, riprap, and other "hard" stabilization methods.~~

SE 6: Flood Hazards [GP/CP]

Objective: To appropriately site, design, and size new development to minimize damage to structures and property and to decrease the danger to life caused by stream flooding, dam failure inundation, and other flooding hazards consistent with the protection of coastal resources.

SE 6.1: Map of Flood Hazard Areas [GP/CP]

~~The City shall use the most recent edition of the federal~~ Flood hazards are generally shown in Figure 5-2 and are based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM~~ maps~~) ~~in evaluating applications for new or expanded development on properties subject to flood hazards~~. Figure 5-2 does not account for impacts and changes to future conditions caused by climate change, such as sea level rise and changes in precipitation, both of which would affect flood extents. Individual projects must use the most up-to-date FEMA FIRM data and site-specific analysis.

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Where applicable, aAll applications for new or expanded development shall be required to show~~, where applicable,~~ the following as it relates to the proposed development: a. T~~t~~he floodway~~.~~, b. The current and future 100-year floodplain~~, and~~. c. T~~t~~he current and future 500-year floodplain ~~on the site plan showing the proposed development.~~ d. The flood inundation areas. e. Wave impact areas. Site inundation and wave impact areas shall be mapped to reflect the highest projected sea level rise scenarios based on best available science (pursuant to SE X.X Use of Best Available Science) for the anticipated life of the development. ~~The map in Figure 5-2 is a facsimile rather than the official flood hazard map and is intended only to be illustrative of possible flood hazard areas.~~
SE 6.4: Avoidance of Flood Hazard Areas [GP/CP] ~~The City shall discourage any new intensive development in any flood hazard area. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any flood-prone area.~~New development shall avoid existing or future flood hazard areas, including potential flood inundation areas due to sea level rise, except where no feasible alternative building site exists on the parcel and appropriate flood mitigation measures are provided to eliminate, or if elimination is infeasible, minimize risks to life and property from flood hazard. The City shall not approve development within ~~areas designated as~~ the existing or future 100-year floodplain that would obstruct flood flow ~~(such as construction in the designated floodway)~~, displace floodwaters onto other property, or be subject to flood damage. Site-specific modeling may be required for proposed developments near coastal confluences to identify appropriate placement to avoid hazardous areas. The City shall not ~~allow~~approve development that will create or worsen drainage problems.
~~**SE 6.6: Enforcement of Watercourse Setback Ordinance [GP/CP]**~~ ~~A minimum 50-foot setback shall be required from streambanks and flood control channels for all new development (see related CE 2.2). For projects that would be rendered infeasible by the application of such minimum setbacks, the project applicant shall provide a site-specific engineering study with recommended mitigation measures to allow for a reduced setback that would not expose development to unacceptable risk. Furthermore, in these cases, the City shall consult with the Santa Barbara County Flood Control District to determine whether the proposed lesser setback would be appropriate, in that it would allow access for flood control maintenance and enable proper operation of the channels. The City shall maintain and enforce the policies and standards within a Water Course Setback Ordinance.~~
SE 6.7: Evaluation of Potential Inundation Hazard [GP/CP] When reviewing proposals for development of water reservoirs, large retention and detention basins, or drainage channels, the City shall require an evaluation of potential inundation areas and require design to withstand potential seismic activity and changes from sea level rise.
SE 6.8: Flood Control Projects [GP/CP] The City shall seek funding for and implement capital improvement projects to mitigate hazards for low-lying flood-prone areas to protect public safety or existing development, provided that all projects and mitigation are consistent with the protection of coastal resources as well as all other policies and provisions of the City's LCP. Hazard mitigation should consider climate change impacts and the likelihood of repeated damages and prioritize such flood hazard areas for acquisition and restoration. The City shall require restoration of natural processes in drainage ways where appropriate and feasible. ~~For these flood control projects, methods that employ native plantings and natural-looking, "soft" stabilization shall be preferred over methods that rely solely on concrete channelization and other "hard" stabilization methods.~~Policy CE 2.3 specifically addresses flood control activities within streams.
SE 6.9: Restoration of Armored or Channelized Stream Beds [GP/CP] The City shall pursue opportunities to eliminate or soften existing concrete channels and/or rock- or concrete-stabilized banks from streams. (See CE 2.5.)

Attachment 3: Safety (Coastal Hazards) Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Safety (Coastal Hazards) Policy Revisions
SE 7: Urban and Wildland Fire Hazards [GP/CP] Objective: To reduce the threat to life, structures, and the environment caused by urban and wildland fires while protecting sensitive inland and coastal resources and to consider the effect of climate change on local fire hazard risk.
[Note this subpolicy has been revised by the City since the last review by Coastal Commission staff] **SE 7.1: Fire Prevention and Response Measures for New Development [GP/CP]** New development ~~and redevelopment~~ projects shall be sited, designed, and constructed ~~in accordance with National Fire Protection Association standards~~ to minimize risks to life and property from fire hazards~~, with special attention given~~. The City shall evaluate, as part of the permit application, the adequacy of the project's fire prevention and response measures, including but not limited to fire fuel ~~management,~~ modification, fire department access and response times, and materials and structural design features. Where feasible, the project shall be designed to accommodate projected changes to wildfire occurrence and improved access if it is located in areas with higher wildfire risk, with access or water supply deficiencies, or beyond a 5-minute response time. Secondary access may be required on a case-by-case basis. New development shall be sited and designed such that all fire prevention and response development, including but not limited to primary and secondary access and fuel modification activities, will avoid impacts to protected inland and coastal resources. If it is not feasible to avoid impacts and provide a reasonable economic use of property, unavoidable impacts shall be minimized and mitigated.
SE 7.2: Review of New Development [GP/CP] Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel ~~to ensure they are~~for advisory comments regarding whether the project is designed in a manner that ~~reduces~~minimizes the risk of loss due to wildfire. Such review shall include: 1) ~~consideration~~An evaluation of the adequacy of "defensible space" around structures at risk; and 2) ~~access~~ Access for fire suppression equipment, water supplies, and construction standards~~; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.~~
SE 7.3: Identification of WildfFire Hazard Areas [GP/CP] The Santa Barbara County Fire Department should identify high-value and high-risk areas, including urban/wildlife interface areas, and develop mitigation efforts to reduce the threat of wildfire.
SE 7.4: Fire Fuel Modification Plans [GP/CP] Applications for new development that require fire fuel modification shall include a Fire Fuel Modification Plan for the project that integrates the applicable requirements of Policy CE 1.9c. ~~This~~ Fire Fuel Modification P~~p~~lans shall be prepared by a licensed landscape architect or resource specialist and shall include measures to minimize removal of native vegetation, ~~minimize disturbance to~~protect ~~environmentally sensitive habitat areas (~~ESHA consistent with other LCP habitat policies~~)~~, and incorporate native, drought-tolerant and fire-retardant vegetation in new plantings within ESHA or ESHA buffers. All draft Fire Fuel Modification Plans ~~Such plans~~ shall be reviewed and approved by the Santa Barbara County Fire Department prior to approval of City permits for new development.
[Note: Amended SE 7.5 and recently added SE 7.6 and 7.7 have not been reviewed by Coastal Commission staff. SE 7.7 below is not intended to replace the City's existing SE 7.7 but serve as a separate new subpolicy] **SE 7.7:** Development adjacent to open space and parkland shall be sited and designed to allow all required fire-preventative brush clearance to be located outside of the open space or parkland boundaries, unless no other feasible alternative project site exists on the site. A natural vegetation buffer of sufficient size should be maintained between the necessary fuel modification area and the public parkland, where feasible.
SE X.X: Removal of Development in Hazardous Areas New development located in coastal hazard areas shall be conditioned to require that it be removed and the affected area restored at the owner's expense if: (1) the City or other government agency with legal jurisdiction issued a final order, not overturned through any appeal or writ proceedings, determining that the structures are currently and permanently unsafe for occupancy or use due to damage or destruction from waves, flooding, erosion, bluff retreat, landslides, or other similar hazards related to coastal processes, and that there are no measures that could feasibly make the structures suitable for habitation or use other than coastal armoring (which is prohibited); (2) essential services

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to the site can no longer feasibly be maintained (e.g., utilities, roads); (3) removal is required pursuant to LCP policies for sea level rise adaptation planning; or (4) the development requires new and/or augmented coastal armoring that conflict with LCP or relevant Coastal Act policies.
SE X.X: Use of Best Available Science The most current best available scientific information regarding the effects of long-term sea level rise at the time of application shall be used for all stages of planning, design, analysis, and review, including any updated state guidance on best available science as published by the Ocean Protection Council or Coastal Commission.
SE X.X: Development Inland of Lateral Transportation Infrastructure Low-lying development that would otherwise be affected by rising seas if not for intervening transportation infrastructure shall be sited and designed assuming that the intervening infrastructure will not provide long-term protection (i.e., assuming the infrastructure will be relocated inland or elevated on a causeway) unless a long-term adaptation plan for the intervening infrastructure has been approved by the Coastal Commission or certified as part of this LCP that indicates otherwise.
ADDED DEFINITIONS TO GLOSSARY **Coastal Hazards:** Natural hazards that adversely impact the coastline and adjacent areas, including but not limited to: Coastal Erosion: Short- and long-term shoreline changes caused by erosion related to storm events, wave action, currents, water, wind, or other natural events. Coastal Flooding: Temporary flooding due to high water level events caused by one or more of the following: high tides, storm surge (a rise above normal water level during storms), and sea level rise. Extreme Monthly Tidal Inundation: Routine tidal inundation expected at least once per month. Inundation: The process of dry land becoming permanently drowned or submerged, such as from sea level rise and/or groundwater emergence. Sea level rise: Change in the mean sea level due to an increase in the volume of ocean water. Wave uprush: The maximum vertical extent of wave action on a beach or structure, above the still water line. **Redevelopment:** Redevelopment is 1) the alteration, demolition, or replacement of 50 percent or more of the major structural components of any structure, or 2) an addition of 50 percent or more to the floor area of any structure, or 3) the cumulative amount of 1 and 2. Incremental changes that cumulatively amount to alteration, demolition, replacement, and/or addition of 50 percent or more over time shall also be considered redevelopment.

ATTACHMENT 4

Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

Attachment 4: Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
VH 1: Scenic and Coastal Views. [GP/CP] Objective: To protect the scenic and visual qualities of coastal and inland areas and where feasible, restore and enhance visual quality in visually degraded areas. To identify, protect, and enhance Goleta's scenic resources and protect views or vistas of these resources from public ~~and private~~ areas.
VH 1.1: Scenic Resources. [GP/CP] An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources ~~from public and private areas~~ contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall ~~support the~~ protect~~ion~~ and ~~preservation~~ preserve ~~of the following~~ scenic resources, including but not limited to the following: a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance. b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open ~~costal~~coastal mesas. c. Goleta and Devereux Sloughs. d. Creeks and the vegetation associated with their riparian corridors. e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands. f. Lake Los Carneros and the surrounding woodlands. g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains. h. Public parks and passive open space, native habitats, and significant stands of trees.
VH 1.2: Scenic Resources Map. [GP/CP] The Scenic Resources Map in Figure 6-1 identifies general locations on public roads, trails, parks, open spaces, and beaches, including orientations from those areas that serve as public vantage points for viewing scenic resources. Public ~~V~~views from these and other public viewing locations not shown on the map shall be protected ~~by minimizing any impairment that could result from new development~~. Any scenic resource not designated on the map, but that meets the definition of a scenic resource, shall also be protected.
VH 1.X: Public View Protection and Enhancement. [GP/CP] Public scenic views to, from, and along scenic areas shall be protected and where feasible enhanced. Where feasible, new development shall improve visual quality in visually degraded areas.
VH 1.X: Siting and Design of New Development. [GP/CP] New development, including expansions and/or alterations of existing development, fences, walls, and landscaping, shall be sited and designed to avoid impacts to scenic resources and public views and shall be visually compatible with natural landscapes and the character of surrounding areas. If there is no feasible alternative that can avoid such impacts to scenic resources and public views, then the alternative that would result in the least significant adverse impact on scenic resources and public views shall be required and mitigation measures provided to minimize impacts. Mitigation shall not substitute from implementation of the feasible project alternative that would avoid impacts to visual resources. Mitigation measures may include, but are not limited to, the following: a. Siting development in the least visible portion of the site, b. Re orienting proposed structures, c. Breaking up the mass of new structures and/or designing structures to blend into the natural setting, d. Reducing building size, bulk, and scale, e. Reducing maximum building height, f. Clustering building sites and development, g. Eliminating accessory structures not requisite to the primary use, h. Minimizing site alteration and grading,

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i. Minimizing removal of native vegetation, j. Incorporating landscape elements or screening, k. Incorporating additional or increased setbacks, l. Dedicating view easements or corridors, m. Stepping back the height of buildings, and n. Selection of colors and materials that are compatible with the surrounding landscape. p. Use of highly reflective materials shall be prohibited with the exception of solar panels.
VH 1.3: Protection of Ocean and Island Views [GP/CP] Ocean and island views from public viewing areas shall be protected consistent with VH 1.X [Siting and Design of New Development].~~View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:~~ ~~a. Limitations on the height and size of structures.~~ ~~b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.~~ ~~c. Clustering of building sites and structures.~~ ~~d. Shared vehicular access to minimize curb cuts.~~ ~~e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.~~ ~~f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.~~ ~~g. Selection of colors and materials that harmonize with the surrounding landscape.~~
VH 1.4: Protection of Mountain and Foothill Views [GP/CP] Views of mountains and foothills from public areas shall be protected consistent with VH 1.X [Siting and Design of New Development].~~View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:~~ ~~a. Limitations on the height and size of structures.~~ ~~b. Limitations on the height of exterior walls (including retaining walls) and fences.~~ ~~c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor.~~ ~~d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.~~ ~~e. Limitations on removal of native vegetation.~~ ~~f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.~~ ~~g. Revegetation of disturbed areas.~~ ~~h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.~~

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~~i. Selection of colors and materials that harmonize with the surrounding landscape.~~ ~~j. Clustering of building sites and structures. (~~
VH 1.5: Protection of Open Space Views Views of open space, including agricultural lands, from public areas shall be protected consistent with VH 1.X [Siting and Design of New Development]. ~~View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate:~~ ~~a. Limitations on the height and size of structures.~~ ~~b. Clustering of building sites and structures.~~ ~~c. Shared vehicular access to minimize curb cuts.~~ ~~d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.~~ ~~e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.~~ ~~f. Selection of colors and materials that harmonize with the surrounding landscape.~~
VH 1.6: Preservation of Natural Landforms. [GP/CP] Natural landforms shall be protected. Protection associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features, such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used~~, where appropriate~~, as applicable: a. ~~Limit~~Minimize grading for all development, including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. b. Blend graded slopes with the natural topography. c. On slopes, step buildings to conform to site topography. d. Minimize use of retaining walls. e. Minimize vegetation clearance for fuel management. f. Cluster building sites and structures. g. Share vehicular access to minimize curb cuts.
VH 1.7: Scenic Easements [GP/CP] The City shall encourage the dedication of scenic easements to protect important views. Such easements shall be required where appropriate and legally feasible.
VH 1.X: Visual Blufftop Setback Blufftop development, except for public access trails, stairways, or viewpoints, shall incorporate a setback from the edge of the bluff that avoids and minimizes visual impacts from the beach and ocean below. The blufftop setback necessary to protect visual resources may be in excess of the setback necessary to ensure that risk from coastal hazards are minimized for the life of the structure, as detailed in Policy SE 2.1.
VH 1.X: Removal of Vegetation Visually significant trees and other native vegetation that is not ESHA shall be preserved to the maximum extent feasible. Visually significant trees are defined for the purpose of this policy as mature trees that do not pose a threat to health and safety.

Attachment 4: Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
VH 1.X: Fuel Modification (GP/CP) All new development shall be sited and designed to minimize required fuel modification and brushing to the maximum extent feasible consistent with Policy CE 1.9c. Development shall incorporate alternative fuel modification measures, where feasible, in order to minimize the visual resource impacts of site disturbance, removal, and thinning of natural vegetation.
Policy VH 2: Local Scenic Corridors [GP/CP] Objective: To protect and enhance the visual character and public views within and from Goleta's scenic corridors and locations from which scenic vistas can be enjoyed.
VH 2.1 Designated Scenic Corridors. [GP/CP] The Scenic Resources Map in Figure 6-1 identifies corridors that pass through, or provide visual access to, areas of high scenic value. These corridors, or segments of corridors, include but are not limited to the following: a. US-101. b. Cathedral Oaks Road. c. Hollister Avenue. d. Los Carneros Road. e. Fairview Avenue. f. Calle Real.
VH 2.2 Preservation of Scenic Corridors. [GP/CP] The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, such landscaping shall be designed to blend with the natural and scenic surroundings, minimize landform alteration, and ~~care should be taken to~~ prevent a wall-like appearance. Landscaping shall also be designed and minimized to avoid obstructing or limiting public views. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.
VH 2.3 Development Projects Along Scenic Corridors. [GP/CP] Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate, and consistent with all other policies and provisions of the LCP: a. Incorporate natural features in design. b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable. c. Minimize vegetation removal. d. Limit the height and size of structures. e. Cluster building sites and structures. f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. g. Preserve historical structures or sites. h. Plant and preserve trees. i. Minimize use of signage. j. Provide site-specific visual assessments, including use of story poles.

Attachment 4: Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
k. Provide a similar level of architectural detail on all elevations visible from scenic corridors. l. Place existing overhead utilities and all new utilities underground. m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.
VH 2.4 Public Improvements. [GP/CP] Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.
VH 2.5 Linkages between Scenic Areas. [GP/CP] Corridors of high scenic value should be linked with adjacent public recreation areas such as parks and trails where feasible.
VH 2.6 Gateways to the City. [GP/CP] The City should create prominent gateways at key entrances to Goleta. Features such as specimen trees, accent plantings, signage, public art, monuments, decorative pavement, and pedestrian amenities may be used to emphasize and enhance entries to the city including but not limited to: a. Hollister Avenue at the eastern and western city boundaries. b. Cathedral Oaks at the eastern and western city boundaries. c. Old Town—Hollister Avenue at Fairview Avenue and SR-217. d. Glen Annie Road, Los Carneros Road, Fairview Avenue, and Cambridge Drive at Cathedral Oaks Road. e. Calle Real and Patterson Avenue.
VH 2.7 Coordination with Other Jurisdictions. [GP/CP] The City shall cooperate with the state, the County, and the City of Santa Barbara in the designation of US-101 and State Route 192 (SR-192) as official scenic highways.
Policy VH 3: Community Character [GP/CP] Objective: To protect and enhance Goleta's visual character.
VH 3.1 Community Design Character. [GP/CP] The visual character of Goleta is derived from the natural landscape and the built environment. The city's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design. In the coastal zone, development shall be visually compatible with the surrounding areas, and, where feasible, shall be sited and designed to restore and enhance visual quality in visually degraded areas.
VH 3.2 Neighborhood Identity. [GP/CP] The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development~~, except where poor quality design exists~~.
VH 3.3 Site Design. [GP/CP] The city's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.
VH 3.4 Building Design. [GP/CP] The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
styles, landscaping, and amenities that are compatible with and complement surrounding development.
VH 3.5 Pedestrian-Oriented Design. [GP/CP] The city's visual character shall be enhanced through provision of ~~aesthetically pleasing~~ pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.
VH 3.6 Public Spaces. [GP/CP] The city's visual character shall be enhanced by creating well-defined community outdoor gathering places that incorporate focal points such as parks, fountains, public art, and/or landscape features. Small public open spaces should be provided in each neighborhood either through acquisition in existing neighborhoods or by design in new neighborhood developments in order to establish community focal points.
VH 3.7 Signage. [GP/CP] ~~The city's visual character shall be enhanced through the use of restrained and tasteful signage that conveys an orderly and attractive appearance, complements project design, and enhances the city's image.~~ Excessive signage ~~should be minimized~~shall be prohibited. A graphics image should be developed to consistently identify public amenities citywide, such as signage on public buildings, streets and rights-of-way, public parks, coastal access points, and city entry points.
Policy VH 4: Design Review [GP/CP] Objective: To preserve, protect, and enhance Goleta's scenic and visual character ~~through high quality design~~.
VH 4.1 Design Review Board. [GP/CP] To enhance Goleta's visual quality, the City shall maintain a Design Review Board, consisting of licensed professionals and city residents, to encourage development that considers and protects the scenic and visual qualities of the City~~exemplifies the best professional design practices~~. (See also LU 1.8.)
VH 4.3 Single-Family Residential Areas. [GP/CP] The following standards shall be applicable to single-family residential development (see related LU 2.3): a. The distinct architectural character of Goleta's existing neighborhoods shall be protected. b. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale, and consistent with the other visual resources policies and provisions of the LCP. c. New construction shall utilize consistent architectural detailing and high quality materials to promote cohesiveness and compatibility. ~~Strong contrasts in size, bulk, scale, color, and roof forms shall be avoided.~~Colors, materials, and roof forms shall be compatible with the surrounding area. d. All building elevations should be well articulated and include architectural features to vary wall planes. e. Safe ~~and aesthetically pleasing~~ pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments~~, whenever feasible~~. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access ~~should be considered~~shall be provided in all residential developments. f. Visual impacts of parking, including driveways, garages, and garage doors, should be minimized. Forward-facing garages should be designed so that the garage does not dominate the streetscape or overall residential design. g. To maximize safety, garages should not open directly onto public or private accessways. h. Private open space shall be provided in proportion to building size. i. Privacy of residents and adjacent neighbors shall be protected. Examples of measures that might provide protection include site selection and design that uses setbacks and considers placement of windows,

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
decks, balconies, and noise producing equipment. The use of landscape screening to provide privacy should be secondary to appropriate structural design. j. New gated residential communities shall be prohibited. Connectivity to neighborhood commercial areas, schools, recreational areas, and other facilities shall be encouraged. Fencing and walls used to define private yards shall be designed to prevent isolation of structures from the street.
VH 4.4 Multifamily Residential Areas. [GP/CP] In addition to the items listed in VH 4.3, the following standards shall be applicable to multifamily residential development (see LU 1.9 and LU 2.3): a. Roof lines should be varied to create visual interest. b. Large building masses should be avoided, and where feasible, several smaller buildings are encouraged rather than one large structure. Multiple structures should be clustered to maximize open space. c. Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups. d. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter. e. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three-dimensional façades are encouraged. f. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties consistent with VH 4.9 Landscape Design. g. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls. ~~h. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments whenever feasible. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments.~~
VH 4.6 Industrial Areas. [GP/CP] The following standards shall be applicable to industrial development (see related LU 4.2): a. All structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale, and consistent with the other visual resources policies and provisions of the LCP. b. Where residential or commercial uses exist adjacent to industrial properties, such areas shall be buffered from industrial uses by increased setbacks and heavily landscaped screens consistent with VH 4.9 Landscape Design. c. Transfer of noise off-site shall be minimized by the use of screen walls, acoustical enclosures, or building placement. Noise generating activities shall be located as far as possible from nonindustrial uses. d. All outdoor storage or maintenance areas shall be screened. Landscaping may be used alone or in conjunction with fencing or walls. e. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when siting such areas. f. Roof-mounted equipment shall be screened and considered as part of the structure for height calculations. g. Architectural detailing shall be used to break up the box-like appearance of construction typically used for industrial buildings. h. Adequate lighting shall be provided for security and safety purposes but designed to prevent encroachment onto adjacent uses, wildlife habitats, or the night sky. i. Sufficient, secure, and protected bicycle parking shall be provided. j. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate.
VH 4.7 Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses. [GP/CP] The following standards shall be applicable to office and business park development and institutional and public/quasi-public uses:

Attachment 4: Visual Resources Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale, and consistent with the other visual resources policies and provisions of the LCP. b. Street elevations of buildings and structures should enhance the streetscape and should be pedestrian friendly. To create diversity and avoid monotonous façades, varied building setbacks should be provided and be proportionate to the scale of the building. c. Plazas, courtyards, and landscaped open space should be provided to create a campus-like setting and encourage pedestrian access. d. Parking lots should not be the dominant visual element and shall be located behind or beside buildings, where appropriate. Where buildings do not screen parking lots, landscaping, berms, and/or low walls shall be used to screen cars from adjacent roadways and other developments. e. Architectural elements such as arcades are encouraged to identify the main entrance and reinforce the pedestrian scale. f. Bicycle access shall be provided and encouraged via bike lanes. Sufficient, secure, and protected bicycle parking shall be provided. g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate. h. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when such areas are sited. i. Roof mounted equipment shall be screened and considered as part of the structure for height calculations.
VH 4.8 Telecommunications Facilities. [GP/CP] Telecommunications facilities shall be subject to the following standards: a. Facilities shall be sited and designed to minimize visibility and shall be clustered and co-located where feasible. b. Facilities shall ensure and maintain the architectural integrity of buildings and structures. c. Internalized, ground-mounted, and/or underground equipment shall be installed where feasible~~is encouraged~~. Roof-mounted equipment is discouraged, and when allowed, shall be adequately screened. Any such equipment shall be located away from, or screened from, street views. d. Any roof-mounted equipment shall be considered part of the building or structure for purposes of height calculations. e. Colors and materials that blend with existing development, the skyline, and/or natural features shall be used. f. Landscaping shall be used for screening purposes where possible and to enhance compatibility with the architectural character of existing structures and aesthetics of surrounding areas. g. Location of wireless communications facilities within or adjacent to residential uses is discouraged. h. ~~The use of faux trees to camouflage or create stealth designs for antennas is discouraged.~~New facilities may be disguised as trees of a species that would likely be found in the surrounding area and that blend with the natural landscape when it is not feasible to co-locate on an existing pole.
VH 4.9 Landscape Design. [GP/CP] Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall not be used in place of proper siting and design of new development in order to avoid or minimize impacts to scenic resources. Landscaping shall conform to the following standards: a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged. b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City. c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species. d. The use of invasive plants shall be prohibited. e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
f. The maximum growth potential of plant materials shall be considered to ensure that mature landscaping will not obstruct public ocean views.
VH 4.10 Streetscape and Frontage Design. [GP/CP] A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible: a. ~~Abundant s~~Street trees and landscaped medians. b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts. c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage. d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures. e. Use of pavement treatments and decorative tree wells. f. Accent planting, textured paving, and specimen trees used to establish identities at building entries. g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.
VH 4.11 Parking Lots. [GP/CP] ~~Parking lots shall be adequately designed and landscaped.~~ The following standards shall apply to parking lot design and landscaping (see related Policy TE 9): a. ~~Adequate p~~Parking requirements shall be established for all zone districts and conditionally permitted uses. b. ~~Adequate p~~Parking space dimensions and aisle widths shall be established. c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged. d. Pedestrian circulation shall be ~~adequate~~, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible. e. Retail parking lots shall provide for ~~adequate~~ shopping cart storage that is ~~adequately~~ screened. f. Parking lot landscaping shall provide for ~~adequate~~ visual relief, screening, and shade. ~~Adequate t~~Tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy. g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity. h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods. i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.
VH 4.12 Lighting. [GP/CP] Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply: a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes. b. Direct upward light emission shall be avoided to protect views of the night sky.

California Coastal Commission Staff Recommended Visual Resources Policy Revisions
c. Light fixtures used in new development shall be ~~appropriate to~~compatible with the architectural style and scale ~~and compatible with~~of the surrounding area.
VH 4.13 Signage. [GP/CP] Signs shall maintain and enhance the city's appearance through design, character, location, number, type, quality of materials, size, height, and illumination. The following standards shall apply: a. Signs shall ~~minimize possible~~ avoid adverse ~~effects on~~impacts to visual and scenic resources ~~nearby public and private property, including streets, roads, and highways~~. b. Signs shall be integrated into the site and structural design, shall be compatible with their surroundings, and shall clearly inform pedestrians, bicyclists, and motorists of business names. c. Signs shall not detract from views or the architectural quality of buildings, structures, and/or the streetscape. Protrusion of signs and/or sign structures into the skyline should be minimized ~~to avoid a cluttered appearance~~. d. Signs shall be of ~~appropriate and high quality~~ a style, color, material(s), size, height, and illumination that is compatible with the surrounding area. e. Lighting that is considered an integral part of sign design and shall be controlled to prevent glare and spillage onto adjacent areas. f. Internally illuminated cabinet or can signs shall be prohibited. g. Billboards and other off-premises advertising signs shall be prohibited. h. Signs shall not obstruct views to the ocean, beaches, parks, or other scenic areas from public viewing areas and scenic roads.
VH 4.14 Utilities. [GP/CP] New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.
VH 4.15 Site-Specific Visual Assessments. [GP/CP] The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required for development within or adjacent to a public viewing area, within or adjacent to scenic resources, or when otherwise appropriate~~, when appropriate,~~ to evaluate the visual effects of proposed development and demonstrate visual compatibility with the natural landscapes and character of surrounding areas and potential impacts on scenic views. The visual assessment shall include an analysis of all feasible alternatives as well as siting or design alternatives that would minimize impacts to visual resources, including but not limited to the measures provided in VH 1.X [Siting and Design of New Development]. The alternatives analysis shall identify the least environmentally damaging alternative and shall demonstrate that the development has been designed to avoid or if avoidance is not feasible, to minimize and mitigate, adverse impacts to visual resources.

ATTACHMENT 2

Staff Presentation

Local Coastal Program Workshop 3

January 26, 2026

Presentation by:
Anne Wells, Planning Manager
Andy Newkirk, Supervising Planner
Molly Cunningham, Assistant Planner
Cam Audras, Assistant Planner
Rachel Hollander, Senior Planner, AICP (RRM Design Group)

CITY OF GOLETA

Workshop Agenda

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

Workshop Purpose

- Obtain initial feedback from the Planning Commission and the public on 2 of 10 policy topics to help staff approach potential revisions with the Coastal Commission staff moving forward

Project Recap

Project Updates

- Previous Workshops:
  - Workshop #1 on December 8, 2025
  - Workshop #2 on January 12, 2026
- Website: http://www.cityofgoleta.org/LCP
- Project Email: LCP@cityofgoleta.gov

Local Coastal Programs (LCPs): Structure

Land Use Plan (LUP)	Implementation Plan (IP)
Land Use (*Designations, Maps, and Policies*)	Zoning Ordinances
Resource Protection (*Maps and Policies*)	Zoning Maps
Development Constraints (*Maps and Policies*)	Implementing Actions

CCC Staff Review of General Plan

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

Questions?

- *Any questions or comments about the project or material covered at Workshops 1 and 2?*

Workshop Topics

Safety (Coastal Hazards)

- Coastal Act Section 30253: "*New development shall do all of the following:*
  - *(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
  - *(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs."*

Safety (Coastal Hazards)

- Coastal Act Section 30235: "*Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.*"

Safety (Coastal Hazards)

- Coastal Act Section 30270: "*The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.*"

Use of Best Available Science

- *Current:*
  - Implementation actions to analyze climate hazards slated to begin at a later date
- *Proposed:*
  - Utilize “best available science” to analyze climate-induced impacts now
    - The City must adhere to State guidance as best available science

Anticipated Life Expectancy of Development

- *Current:*
  - Anticipated lifespan of development approach not used
- *Proposed:*
  - Applications for new development required to analyze coastal hazards based on anticipated lifespan of the development

Anticipated Life Expectancy of Development

- *Proposed:*
  - Required coastal hazards and sea level rise studies for new anticipated life timeframes for varying development projects
  - Inclusion of likely and extreme rises in sea level/storms in studies
  - Could create uncertainty for applicant regarding what type of analysis is required

Bluff Retreat

- *Current:*
  - 130 ft setback for new buildings (bluff retreat over a 100-year timeframe of one foot per year plus an additional 30 ft)
- *Proposed:*
  - 100 ft setback (100-year timeframe of one foot per year), plus
  - An escalation of the historic annual rates that account for a range of projected SLR scenarios, plus
  - A geologic safety factor, using either: a conservative estimate of potential slope failure, or a safety factor of 1.5, whichever results in a larger bluff setback
  - Could greatly increase bluff setback requirement for Bacara, Sandpiper, and Ellwood Mesa

Floodplain Analysis

- *Current:*
  - 50 ft waterway setback
  - Development within 100-year floodplain designed to not obstruct flood flow
- *Proposed:*
  - No 50 ft waterway setback (redundant because of change to ESHA setback)
  - Required floodplain analysis to include future floodplains, flood inundation areas, and wave impact areas
  - Flood inundation areas to include highest projected SLR scenario
  - Limitations on development that currently apply to the 100-year floodplain to also apply within the future 100-year floodplain

Safety (Coastal Hazards) Questions

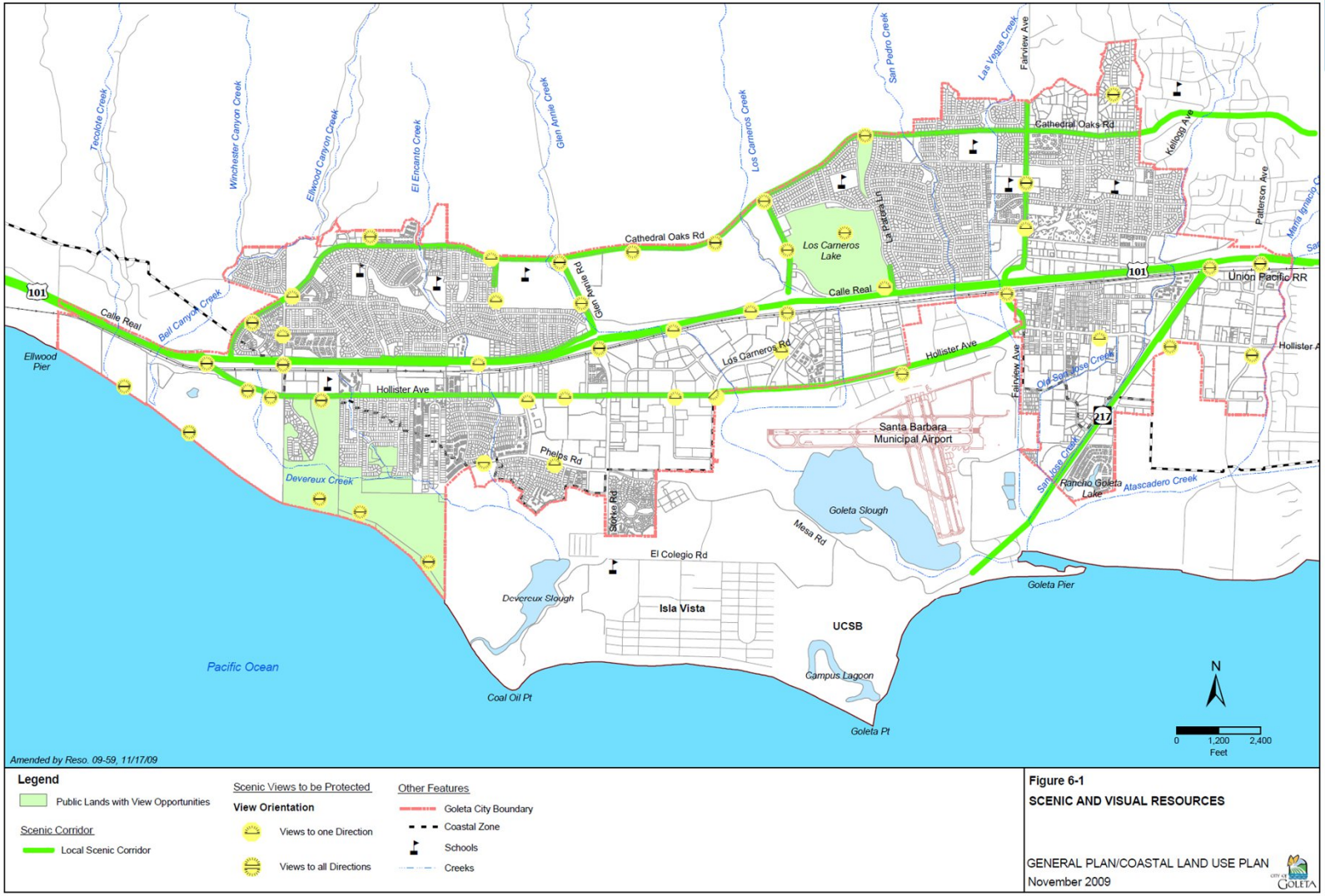
- *Question 6: Do you support reliance on the best available science regarding sea level rise analysis from the Coastal Commission?*
- *Question 7: Do you support the approach of utilizing anticipated life expectancy of development for purposes of analyzing coastal hazards?*

Safety (Coastal Hazards) Questions

- *Question 8: Should the City revise its approach to bluff development setbacks?*
- *Question 9: Should the City expand the analysis of floodplain hazards to include, among other things, future 100- and 500-year floodplains?*
- *Question 10: Is there other feedback for City staff to consider moving forward regarding coastal hazards in the City?*

Visual Resources

- Coastal Act Section 30251: *"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated … by local government shall be subordinate to the character of its setting."*


Tecolote Creek
Winchester Canyon Creek
Ellwood Canyon Creek
El Encanto Creek
Glen Annie Creek
Los Carneros Creek
San Pedro Creek
Las Vegas Creek
Fairview Ave
Cathedral Oaks Rd
Kellogg Ave
Patterson Ave
La Patera Ln
Los Carneros Lake
Glen Annie Rd
Calle Real
Bell Canyon Creek
101
Union Pacific RR
Ellwood Pier
Los Carneros Rd
Hollister Ave
Old Goleta Slough
Santa Barbara Municipal Airport
217
Phelps Rd
Devereux Creek
Storke Rd
Goleta Slough
Mesa Rd
Rancho Goleta Lake
Atascadero Creek
El Colegio Rd
Goleta Pier
Isla Vista
UCSB
Pacific Ocean
Campus Lagoon
Coal Oil Pt
Goleta Pt
N
0
1,200
2,400
Feet
Amended by Reso. 09-59, 11/17/09
Legend
Public Lands with View Opportunities
Scenic Corridor
Local Scenic Corridor
Scenic Views to be Protected
View Orientation
Views to one Direction
Views to all Directions
Other Features
Goleta City Boundary
Coastal Zone
Schools
Creeks
Figure 6-1
SCENIC AND VISUAL RESOURCES
GENERAL PLAN/COASTAL LAND USE PLAN
November 2009

Removal of Protections for Private Views

- *Current:*
  - Policies protecting both public and private views
- *Proposed:*
  - Focus policies on protections on public views with removal of references to private views

Views to be Protected

- *Current:*
  - Specific locations on public roads, trails, parks, open spaces, and beaches that serve as public vantage points for viewing scenic resources as protected views
- *Proposed:*
  - Expand protections to all “scenic resources”
    - Open ended what locations are entitled to view protections

Least Impactful Alternative Requirement

- *Current:*
  - Alternatives analysis not required
- *Proposed:*
  - The alternative with the least significant impacts to visual resources must be selected
    - May conflict with other CCC proposed requirements

Blufftop Visual Setbacks

- *Current:*
  - No current bluff setback policy to protect visual resources
- *Proposed:*
  - Setbacks from the edge of the bluff to avoid and minimize visual impacts from the beach and ocean below

Visual Resources Questions

- *Question 11: Are you comfortable removing existing protections for private views?*
- *Question 12: Do you support expanding, in undefined terms, the types of views to be protected within the City?*
- *Question 13: Do you have concerns about creating an alternatives analysis for development projects and the requirement to mandate the least impactful to visual resources alternative?*

Visual Resources Questions

- *Question 14: Are you supportive of creating a subjective bluff setback to support views from the beach and ocean?*
- *Question 15: Is there other feedback for City staff to consider moving forward regarding visual resources in the City's coastal zone?*

Next Steps

- Workshop 4 on February 9 on the remaining topics
- Following feedback from Planning Commission and public, City staff to address next steps with Coastal Commission staff
- Public Draft LCP Release followed by Planning Commission and City Council hearings for adoption
- Submittal to Coastal Commission for certification