



DOCKET

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May 18, 2009

CITY COUNCIL

Roger S. Aceves
Mayor

Eric Onnen
Mayor Pro Tempore

Michael T. Bennett
Councilmember

Margaret Connell
Councilmember

Edward Easton
Councilmember

CITY MANAGER

Daniel Singer

California Energy Commission
Special Projects Office
1516 Ninth Street
Sacramento, California 95814-5512

RE: REGARDING EECBG & SEP FUNDS

To Whom It May Concern:

The City of Goleta (population 30,000) herein submits ten projects/programs for consideration by the California Energy Commission under the Energy Efficiency and Conservation Block Grant Program and State Energy Program. These projects and programs, taken collectively, create a lasting framework of leadership and commitment by Goleta to sustainable, environmentally friendly practices.

I believe that you will find that Goleta is ahead of the curve for small communities in that we are already engaged in several partnerships with other local communities, public agencies, utilities, private non-profit organizations and Chambers of Commerce on a wide range of energy conservation measures, including small business and home audits, structural retrofits and upgrades of appliances and lighting, and water conservation and integrated waste source reduction and recycling. We also work with businesses, large and small, on environmentally friendly procurement policies. Goleta's Old Town Neighborhood has benefitted from our environmentally oriented revitalization efforts, tied to CDBG and Home Fund programs. Our solar energy rebate clinics and seminars for residents, general contractors and architects have been well attended, locally and regionally. To compliment those efforts, our outreach to the community has also included simple actions, such as the Holiday Light Exchange Program and an Energy Efficient Light Exchange Program.

Goleta seeks funding for projects and programs that are identified in an attached table. They range topically from the expansion of public outreach programs, the preparation of green codes, the greening of public facilities, the removal of wells, piers and bulkheads that are orphaned remnants of the former Ellwood Oil Field, to our efforts to promote the discontinuation of onshore processing and transport facilities for oil and gas that are produced offshore at Platform Holly, the last of the State Tidelands offshore platforms in the Santa Barbara Channel.

Also attached is a compendium of tables that outline Goleta's green policies and implementation actions in our General Plan/Coastal Land Use Plan. These are the policy directives that guide our day-to-day efforts and serve as the backbone of the funding requests at-hand.

I will serve as the primary contact for the application processes to come forward from the California Energy Commission. I may be reached at (805) 961-7541 or by email at schase@cityofgoleta.org.

Sincerely,



Steve Chase
Director of Planning & Environmental Services

Enclosures:

1. Table of Funding Requests for Projects & Programs
2. Goleta's Green Policies – General Plan/Coastal Land Use Plan
3. Goleta's GHG and Climate Change Policies & Implementing Actions
4. Other Environmentally Friendly Policies & Implementing Actions

CITY OF GOLETA CALIFORNIA

FISCAL YEARS 2009/10 & 2010/11

FUNDING REQUEST FOR EECBGP & SEP PROJECTS & PROGRAMS

1	Amortization Study	<p>Conduct an amortization analysis of Venoco, Inc.'s Ellwood Oil & Gas Processing Facility</p> <p>This matter relates to policy direction in the City's General Plan/Coastal Land Use Plan, under Policy LU 10, <i>"To promote the discontinuation of onshore processing and transport facilities for oil and gas, the removal of unused or abandoned facilities, and the restoration of areas affected by existing or former oil and gas facilities within the city."</i></p>	<p>Seeking \$75,000</p> <p>Conduct an update of a year 2001 amortization study by the County of Santa Barbara, followed by legal review, and hearing/decision-making by the City</p>
2	Energy Policy Planning	<p>Participate in Federal & State planning processes that study and decide upon:</p> <ul style="list-style-type: none"> • Leasing of offshore tidelands/outer continental shelf lands for oil & gas development in the western Santa Barbara Channel • Decommissioning of offshore oil & gas platforms, piers and pipelines • Rigs to reef projects • Rule-making for change of owner/operator, abandonment/decommissioning, and financial assurances 	<p>Seeking \$50,000</p> <p>Partial funding of Goleta staff member at \$25,000 per annum for two-years</p>
3	Energy Green Codes	<p>Prepare and adopt energy efficient/green codes for Inland & Coastal Zoning Districts and Building & Safety Codes that are responsive to AB32/SB375</p>	<p>Seeking \$75,000</p> <p>Goleta has match funding of \$90,000 to prepare it's first Inland Zoning Code and Coastal Zoning Code, the latter of which requires certification by the California Coastal Commission</p> <p>Goleta seeks an added \$50,000 for its Zoning Codes and \$25,000 for its Building Code</p>

4	Revitalization Efforts	Broaden Goleta's revitalization efforts within the Old Town Neighborhood to emphasize energy efficient/green building construction and materials (900 households; 5,500 residents; >40% minority; mostly low to moderate incomes; 1,293 parcels; 595 acres)	Seeking \$50,000 Partial funding of Goleta staff member at \$25,000 per annum for two-years
5	Energy Efficiency Public Outreach	Broaden Goleta's current public outreach efforts on energy efficiency to include green house gas reduction and sustainability measures as follows: <ul style="list-style-type: none"> • Expand our instructional training of private sector architects and general contractors on green codes, energy efficient site planning, energy efficient construction techniques and materials, and GHG reduction measures • Expand our seminars for small business owners and residents on energy efficiency, GHG reductions and sustainability measures • Expand our solar energy rebate clinics in concert with Edison • Expand our Direct Install Program that provides energy audits and retrofits of lighting, appliances and equipment to small business, residents and mobile home parks • Expand our Holiday Light Exchange Program and Energy Efficient Light Program • Expand our Green Business Partnership program that provides integrated audits of transportation demand, integrated waste source reduction & recycling, water conservation, and environmentally friendly procurement • Provide match funding for our regional approach to energy efficiency and GHG reduction: South Coast Energy Efficiency Partnership and Green Business Partnership, involving 20-member public agencies, non-profit agencies, utility companies, special districts and Chambers of Commerce 	Seeking \$50,000 Partial funding of Goleta staff member at \$25,000 per annum for two-years

6	Green City Facilities Planning & Engineering	<p>Goleta seeks to retrofit several existing public facilities, such as the Community Center and Library, and build a new City Hall, records storage facility and Fire Station</p> <p>The greening of Goleta's public facilities, old and new, is sought for purposes of energy efficiency, operational cost savings, and public modeling</p>	<p>Seeking \$200,000</p> <p>Partial funding of Goleta staff member at \$100,000 per annum for two-years for purposes of coordinating green capital improvement plan preparation, design engineering, fund acquisition, preparation of contract specs, bid solicitation and award</p>
7	Green City Facilities Capital Projects	<p>Goleta seeks to retrofit and build anew public facilities that include the use of energy efficient/green equipment and materials, including solar systems for photovoltaic generation and water heating, thermal sealing and glazing, insulation and water conservation</p>	<p>Match funding for capital construction, equipment and materials costs, plus permitting, mitigation and monitoring costs, to be determined through planning & engineering studies</p>
8	Well Abandonment Project	<p>Goleta seeks to abandon 3-oil wells, 5-water wells and 1-groundwater monitoring well on a coastal open space area - the Sperling Preserve at Ellwood Mesa</p>	<p>Seeking \$250,000</p> <p>Goleta has reserved match funding of approximately \$499,000</p> <p>The project involves preparation of a final action plan based on current geotechnical study, plus CEQA analysis and reporting, Coastal Commission permitting, mitigation, well abandonment, and environmental monitoring</p> <p>Total project cost is estimated at \$750,000</p>
9	Beach Hazards Removal – Planning, Permitting, Funding & Administration	<p>In collaboration with the State Lands Commission, Goleta seeks to remove abandoned oil pier pilings, oilfield equipment, pipelines and bulkworks from the Sperling Preserve at Ellwood Mesa and adjoining State Tidelands (see attached photographs)</p>	<p>Seeking \$50,000</p> <p>Partial funding of Goleta staff member at \$25,000 per annum for two-years for coordination of action plan, CEQA and permits</p>

10	Beach Hazards Removal – Capital Project	Removal of abandoned oilworks from the coastal bluffs and adjoining beach and tidelands waters that stem from the former Ellwood Oil Field, now the coastal public open space of the Sperling Preserve at Ellwood Mesa	Match funding for capital construction, equipment and materials, plus permitting, mitigation and monitoring costs, to be determined through planning & engineering studies
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City Specific "Green" GP/CLUP Policy Language

Policy CE 13: Energy Conservation [GP]

Objective: *To promote energy efficiency in future land use and development within Goleta, encourage use of renewable energy sources, and reduce reliance upon fossil fuels.*

CE 13.4 Energy Conservation for City Facilities and Operations. [GP] The City shall implement energy conservation requirements for City-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all City construction projects, the City shall comply with the state's energy conservation building standards set forth in Title 24. The City vehicle fleet shall use a mix of fuels that best achieves energy efficiency while meeting operational needs.

CE 13.5 Public Information and Education. [GP] The City shall prepare an informational program to advise building contractors and the public regarding energy conservation measures and practices.

POLICY CE 15: Water Conservation and Materials Recycling

Objective: *To conserve scarce water supply resources and to encourage reduction in the generation of waste materials at the source and recycling of waste materials.*

CE 15.1 Water Conservation. [GP] The City shall promote water conservation and will work cooperatively with the Goleta Water District to:

- a. Establish goals for reducing water use in the City.
- b. Monitor and document water use.
- c. Promote water conservation through a public information program.
- d. Provide guidelines for the use of water.
- e. Provide emergency guidelines for water use in times of drought.
- f. Seek available grants to initiate or sustain conservation efforts.

CE 15.2 Water Conservation for City Facilities. [GP] In order to minimize water use, the City shall upgrade City-owned facilities with low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping at the time of major improvements.

CE 15.4 Waste Reduction and Recycling. [GP] The City shall promote waste reduction and recycling programs for residences and businesses, encourage commercial composting and education programs, recycle public green waste materials for mulch and compost, reuse removed trees for lumber when possible, and implement waste and recycling standards for all new developments and remodels.

Policy TE 2: Transportation Demand Management [GP]

Objective: *To attempt to influence individual travel behavior, particularly by workers at larger-scale employers, to lower future increases in peak-hour commute trips and other trips by persons in single-occupant vehicles.*

TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP] The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following:

- a. Increased telecommuting.
- b. Establishment of flexible work schedules.
- c. Provision of incentives for carpooling.
- d. Provision of vanpools.
- e. Car sharing/ride sharing.
- f. Guaranteed ride home programs.
- g. Safe routes to school programs.
- h. Provision of pedestrian amenities.
- i. Provision of bicycle facilities and amenities.
- j. Bus pass programs for employees.
- k. Public information and promotion of ridesharing.

TE 2.5 City of Goleta TDM Program. [GP] The City shall establish a program that will provide measures or incentives to encourage reduction in vehicle trips, including commute trips, by its employees. These measures may include but are not limited to the actions identified in **TE 2.1 (above)**.

Policy PF 8: General Standards for Public Facilities [GP]

Objective: *To ensure compatible and aesthetically appropriate integration of public buildings and facilities into the city's built and natural environments at appropriate locations.*

PF 8.1 General Standard. [GP] The City shall ensure that all public buildings and facilities comply with the same development standards and regulations as would be applicable to private development.

PF 8.3 Design of Public Facilities. [GP] The following criteria shall apply:

- a. To the extent appropriate and practical, all utility facilities (with the possible exception of substations, pumping stations, and outdoor storage areas) shall be fully enclosed in buildings that are aesthetically compatible with the areas in which they are located.
- b. Public buildings and facilities that house City government activities shall be constructed in a functional and aesthetically pleasing manner.
- c. **Wherever possible, the City should incorporate energy-saving measures and other “green building” concepts in the design of City facilities.**
- d. New community facilities should be designed and constructed to incorporate flexibility and adaptability to the changing needs of the community.
- e. Facilities shall be designed to be accessible to all segments of the community.

Policy HE 9: Excellence in New Housing Design [GP]

Objective: *Ensure that new housing is well designed to be compatible with and enhance Goleta's neighborhoods and the community as a whole.*

HE 9.4 Resource Conservation. [GP] The City will promote development and construction standards that provide resource conservation by encouraging housing types and designs that use renewable and/or sustainable materials, cost-effective energy conservation measures, and fewer resources (water, electricity, etc.) and therefore cost less to operate over time. The City shall require individual residential units within multifamily housing projects to be separately metered for all utilities, including, but not limited to, water, natural gas, and electricity (see related Policy CE 13).

HE 9.5 Renewable Energy Technologies. [GP] Promote the use of sustainable and/or renewable materials and energy technologies, such as solar, in new and rehabilitated housing when possible (**see related Policy CE 13**).

IP-9B Promote Solar Design. Develop design standards adapted to Goleta's climate relating to solar orientation, including lot layout for subdivisions, location and orientation of new structures, landscaping, fences, and impervious surfaces to conserve energy.

Time period: 2008 to 2009

Responsible party: Planning and Environmental Services Department

IP-9C Establish “Green” Building Standards and Processes. Adopt a “Green Building Program” to encourage the use of green building materials and energy conservation measures in new construction.

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Responsible party: Planning and Environmental Services Department

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Time period: 2008 to 2009

Responsible party: Planning and Environmental Services Department

GHG and Climate Change

Existing GP/CLUP Policies and Implementing Actions

Land Use Element

GP&G #8

Ensure that the locations, amounts, and timing of new development are consistent with resource and service constraints, including, but not limited to, transportation infrastructure, parks, water supply, sewer system capacity, and energy availability.

Conservation Element

Policy CE 12: Protection of Air Quality [GP]

Objective: *To maintain and promote a safe and healthy environment by protecting air quality and minimizing pollutant emissions from new development and from transportation sources.*

- CE 12.1 Land Use Compatibility. [GP]** The designation of land uses on the Land Use Plan Map (Figure 2-1) and the review of new development shall ensure that siting of any new sensitive receptors provides for adequate buffers from existing sources of emissions of air pollutants or odors. *Sensitive receptors* are a facility or land use that includes members of the population sensitive to the effects of air pollutants. Sensitive receptors may include children, the elderly, and people with illnesses. If a development that is a sensitive receptor is proposed within 500 feet of U.S. Highway 101 (US-101), an analysis of mobile source emissions and associated health risks shall be required. Such developments shall be required to provide an adequate setback from the highway and, if necessary, identify design mitigation measures to reduce health risks to acceptable levels.
- CE 12.2 Control of Air Emissions from New Development. [GP]** The following shall apply to reduction of air emissions from new development:
- a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City.
 - b. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation.
 - c. Wood-burning fireplace installations in new residential development shall be limited to low-emitting state- and U.S. Environmental Protection Agency (EPA)-certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly ESHAs, fireplaces shall be limited to natural gas.

- d. Adequate buffers between new sources and sensitive receptors shall be required.
- e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.

CE 12.3 Control of Emissions during Grading and Construction. [GP] Construction site emissions shall be controlled by using the following measures:

- a. Watering active construction areas to reduce windborne emissions.
- b. Covering trucks hauling soil, sand, and other loose materials.
- c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas.
- d. Hydroseeding inactive construction areas.
- e. Enclosing or covering open material stockpiles.
- f. Revegetating graded areas immediately upon completion of work.

CE 12.4 Minimizing Air Pollution from Transportation Sources. [GP] The following measures are designed to reduce air pollution from transportation sources:

- a. Hollister Corridor Mixed Use. The Land Use Plan for the Hollister Corridor is designed to:
 - 1) Provide new housing near existing workplaces and commercial services to encourage short trips by foot and bicycle.
 - 2) Provide new housing near existing bus routes with convenient and high frequency service.
 - 3) Provide new housing near the US-101 ramps so as to minimize the length of auto trips on streets within the community.
 - 4) Provide new housing at locations near the existing Amtrak line, which could be considered for commuter rail service in the future.
- b. Other Land Use Policies: The following land use policies are designed to reduce demand for auto travel and promote less polluting modes such as bus transit, walking, and bicycling:
 - 1) Clustering of moderate density housing and incorporation of residential apartments on upper floors of buildings, particularly in Goleta Old Town.
 - 2) Integration of new housing into existing neighborhood commercial centers.
 - 3) Emphasis on moderate density residential development rather than low-density sprawl.
 - 4) Integrating pedestrian, bicycle, and transit facilities into new development.
 - 5) Establishment of a fixed urban boundary to reduce sprawl outward from the existing urbanized area.
- c. Transportation Policies: The following transportation measures are designed to lower emissions of air pollutants by promoting efficient use of the street system:

- 1) Fine-tuning of intersections and their operations to minimize delays.
- 2) Coordinated signal timing to improve traffic flow.
- 3) Promotion of improved transit services.
- 4) Creation of a linked pedestrian circulation system.
- 5) Provision of a bikeway system.
- 6) Encouragement of employer-based trip reduction measures such as subsidized bus fares, flexible work hours, vanpools, and similar measures.

Policy CE 13: Energy Conservation [GP]

Objective: *To promote energy efficiency in future land use and development within Goleta, encourage use of renewable energy sources, and reduce reliance upon fossil fuels.*

CE 13.1 Energy Efficiency in Existing and New Residential Development. [GP] The City shall promote the following practices in existing and new residential construction:

- a. Retrofitting of existing residential structures to reduce energy consumption and costs to owners and tenants is encouraged. These retrofits may include: increased insulation, weather stripping, caulking of windows and doors, low-flow showerheads, and other similar improvements. Master metering is discouraged, and conversions to individual metering where practicable is preferred.
- b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
- c. New residential development and additions to existing homes shall be designed to provide a maximum solar orientation when appropriate, and shall not adversely affect the solar access of adjacent residential structures. Use of solar water heating systems, operational skylights, passive solar heating, and waste heat recovery systems is encouraged.

CE 13.2 Energy Efficiency in Existing and New Commercial and Industrial Development. [GP] The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings:

- a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems, and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible.
- b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
- c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.

CE 13.3 Use of Renewable Energy Sources. [GP] For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:

- a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas.
- b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.
- c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.

CE 13.4 Energy Conservation for City Facilities and Operations. [GP] The City shall implement energy conservation requirements for City-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all City construction projects, the City shall comply with the state's energy conservation building standards set forth in Title 24. The City vehicle fleet shall use a mix of fuels that best achieves energy efficiency while meeting operational needs.

CE 13.5 Public Information and Education. [GP] The City shall prepare an informational program to advise building contractors and the public regarding energy conservation measures and practices.

Policy CE 15: Water Conservation and Materials Recycling [GP]

Objective: *To conserve scarce water supply resources and to encourage reduction in the generation of waste materials at the source and recycling of waste materials.*

CE 15.1 Water Conservation. [GP] The City shall promote water conservation and will work cooperatively with the Goleta Water District to:

- a. Establish goals for reducing water use in the City.
- b. Monitor and document water use.
- c. Promote water conservation through a public information program.
- d. Provide guidelines for the use of water.
- e. Provide emergency guidelines for water use in times of drought.
- f. Seek available grants to initiate or sustain conservation efforts.

CE 15.2 Water Conservation for City Facilities. [GP] In order to minimize water use, the City shall upgrade City-owned facilities with low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping at the time of major improvements.

CE 15.3 Water Conservation for New Development. [GP] In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.

CE 15.4 Waste Reduction and Recycling. [GP] The City shall promote waste reduction and recycling programs for residences and businesses, encourage commercial composting and education programs, recycle public green waste materials for mulch and compost, reuse removed trees for lumber when possible, and implement waste and recycling standards for all new developments and remodels.

CE 15.5 Reduction of Construction Wastes. [GP] In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waste materials at all construction sites, including and demolition sites shall be required.

4.5 IMPLEMENTATION ACTIONS [GP]

CE-IA-2 Update of the CEQA Thresholds Manual. The City's *CEQA Thresholds Manual* will be revised to incorporate environmental standards consistent with the policies and standards set forth in the Conservation Element.

Transportation Element

7.2 GUIDING PRINCIPLES AND GOALS [GP/CP]

1. Plan and provide transportation facilities and services in a manner that reinforces, rather than detracts from, the character of the community and its quality of life.
3. Create and maintain a cost-effective and efficient transportation network that meets the mobility needs of all users.
4. Provide a transportation system that increases choice for intra-city and regional travelers and limits or reduces congestion on city roads.
6. Create and maintain a balanced and diversified transportation system with choice of modes, including expanded bus transit, rail, bicycle, and pedestrian facilities, to manage congestion and improve mobility.
7. Improve connectivity between the various travel modes, including auto, bus, rail, bicycle, and pedestrian facilities.
8. Lessen future increases in individual auto travel, particularly during peak commute periods, by enabling mixed-use development, maintaining jobs-housing balance, and designating lands for higher density residential use in the Hollister Transit Corridor.
9. Guide future transportation investments in a manner that will increase safety, improve traffic flows, and reduce congestion on local roadways.

Policy TE 1: Integrated Multi-Modal Transportation System [GP/CP]

Objectives: *To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta's residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile and provide the facilities that will enable diversion of trips from automobiles to other modes. To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special-needs populations, and activities in the community.*

- TE 1.1 Alternative Modes. [GP/CP]** The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.
- TE 1.2 Transportation and Land Use. [GP/CP]** The design of the City's transportation infrastructure and services, and investments in future improvements, shall be supportive of the land use plan set forth in the Land Use Element and responsive to the transportation impacts of development located in nearby areas outside the city boundary. The design of and improvements to Goleta's transportation system should accommodate not only existing conditions, but also projected growth based on the Land Use Element of this plan and planned growth in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.

- TE 1.3 Improved Connectivity in Street, Pedestrian, and Bikeway Systems. [GP/CP]** In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of US-101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges.
- TE 1.4 Multi-Use Street System. [GP/CP]** The City shall emphasize geometric configurations for street and intersections that will readily accommodate transit vehicles and other travel modes as well as to improve traffic flows and turning movements for automobiles. These actions shall be balanced with safety considerations and the value the community places on not widening roads and intersections to the extent that roadways would be inconsistent with desired community character.
- TE 1.5 Multimodal Transportation Center. [GP]** The City supports consideration of a multimodal transportation center in the city to facilitate interconnection and transfers between express bus routes, automobile, bicycle and pedestrian circulation, and potentially commuter and other passenger rail services. While a proposed area in the vicinity of the current Amtrak terminal should be studied, alternative sites should also be explored; the ultimate location will depend on the results of such study.
- TE 1.6 Development Review. [GP/CP]** As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:
- a. Preferential parking spaces for carpools.
 - b. Bicycle storage, parking spaces, and shower facilities for employees.
 - c. Bus turnouts and shelters at bus stops.
 - d. Other improvements as may be appropriate to the site.

Policy TE 2: Transportation Demand Management [GP]

Objective: *To attempt to influence individual travel behavior, particularly by workers at larger-scale employers, to lower future increases in peak-hour commute trips and other trips by persons in single-occupant vehicles.*

- TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP]** The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following:
- a. Increased telecommuting.
 - b. Establishment of flexible work schedules.
 - c. Provision of incentives for carpooling.
 - d. Provision of vanpools.

- e. Car sharing/ride sharing.
- f. Guaranteed ride home programs.
- g. Safe routes to school programs.
- h. Provision of pedestrian amenities.
- i. Provision of bicycle facilities and amenities.
- j. Bus pass programs for employees.
- k. Public information and promotion of ridesharing.

TE 2.2 Land Use Strategies to Reduce Automobile Travel Demand. [GP] The City supports the following land use strategies, as provided in the Land Use and Housing Elements, which may enable greater reliance by commuters, shoppers, and others, on alternative modes of travel:

- a. Live-work development, wherein residential units in some areas may be designed to include work spaces for the residents.
- b. Mixed-use development on individual sites, whereby residential and non-residential uses are permitted in an integrated development project on a single site.
- c. Mixed-use development within particular subareas of the city, whereby varying uses on separate parcels are located in close proximity to one another so as to enable walking and bicycling between residences, workplaces, and shopping areas. These sub-areas include, but are not limited to: Old Town, the Hollister Corridor, and the Calle Real-Fairview Avenue areas.
- d. The provision of onsite commercial services for employees in new non-residential development, such as but not limited to cafeterias, childcare, financial services, convenience retail services, concierge services, and others as appropriate.
- e. The provision of onsite or nearby employee housing within business parks, office and institutional uses, and other employment concentrations as appropriate, to encourage walking to work.

TE 2.3 Diversion of Automobile Trips to Alternative Modes. [GP] The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation

system, and potentially commuter rail services, if the region should determine to pursue this option.

TE 2.4 Employer-Based or Project-Based Transportation Management Plans. [GP] When appropriate, the City may as a condition of approval require proposed larger-sized non-residential developments with 100 or more employees to prepare and adopt a Transportation Management Plan (TMP) and to maintain a designated Transportation Manager. The TMP shall establish quantified objectives for trip reduction and shall identify the specific measures that will be employed to accomplish trip reduction, including but not limited to the measures identified in TE

2.1. The Transportation Manager shall work with Santa Barbara County Association of Governments' (SBCAG) Traffic Solutions (the county's rideshare organization) and the City in developing, implementing, and monitoring the TDM measures and shall provide an annual report to the City on the status and effectiveness of the measures.

TE 2.5 City of Goleta TDM Program. [GP] The City shall establish a program that will provide measures or incentives to encourage reduction in vehicle trips, including commute trips, by its employees. These measures may include but are not limited to the actions identified in TE 2.1.

TE 2.6 Reduction of School-Related Automobile Traffic. [GP] The City encourages public and private schools to adopt TDM Plans and to implement trip reduction programs to reduce congestion on streets near schools caused by commuting students and staff. Potential measures include funding for safe routes to schools, encouraging MTD and other transit providers to offer free or reduced-cost bus passes for students and employees, increased funding of school buses, and others as appropriate.

Policy TE 7: Public Transit (Bus Transportation) [GP/CP]

Objectives: *To support the efforts by MTD and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips on area roadways.*

TE 7.1 Transit Network. [GP/CP] The existing (2005) bus route network is shown in Figure 7-4, along with certain proposed future facility improvements. The City supports efforts by MTD and other transit providers to develop and maintain convenient, efficient, and reliable bus transit services in the city and in the Goleta Valley area.

TE 7.2 Linkage between Transit Services and Land Use. [GP/CP] The City shall work with MTD and other transit providers to ensure that local transit routes within the city offer convenient, reliable, and efficient service to meet the needs of the following uses:

- a. Goleta Valley Cottage Hospital and nearby medical facilities.
- b. Schools, (especially high schools and middle schools), but also including day care and after-school programs.
- c. UCSB.
- d. Local public services, including City Hall and the Goleta Public Library.
- e. Retail commercial centers, including the Hollister Corridor and the Calle Real commercial areas.
- f. Employment centers along the central Hollister Corridor area.
- g. Existing and planned higher density residential areas near the Hollister Corridor.
- h. Community, recreation, and cultural centers.
- i. Larger community parks, particularly those with sports fields, and open space areas.

- TE 7.3 Intermodal Transportation Center/Bus Transfer Areas. [GP]** Figure 7-4 identifies areas where transit routes converge and where there are significant opportunities for transfer from one route to another. Two bus transfer locations are identified: (1) Hollister Avenue in Old Town and (2) adjacent to the Camino Real Marketplace. The City, MTD, and other transit providers should identify and plan for facilities in these areas to facilitate and accommodate such transfers. In addition to these designated areas the City shall also consider potential opportunities for park-and-ride facilities, especially any opportunities that offer shared parking facilities with other uses. The public transportation plan map in Figure 7-4 also designates a generalized location for an intermodal transportation center near the existing Amtrak station. The purpose of the transportation center would be to provide a convenient and safe hub for transfers between bus, shuttle, train, automobile, bicycle, and pedestrian modes. The specific site selected for a transportation center should allow convenient and safe drop-off and pick-up areas without adversely affecting surrounding traffic flows.
- TE 7.4 Regional and Express Commuter Bus Service. [GP]** Express routes, which are generally long-haul routes with segments on US-101 and SR-217 and fewer stops than other types of routes, are designed to serve longer-distance commuters to employment centers. Existing regional and express/commuter bus routes as of 2005 are shown in Figure 7-4. The City supports efforts by providers to expand routes to better serve employment centers in the city and to increase the frequency of service along existing regional express and commuter bus routes linking employment centers in the Goleta and UCSB areas with Ventura County, Santa Barbara, the Buellton–Santa Ynez Valley area, and the Lompoc and Santa Maria areas. Regional commuter service routes are operated by Clean Air Express, VISTA, and MTD.
- TE 7.5 Local Commuter Bus Service. [GP]** These routes tend to traverse intermediate distances, have more bus stops and greater frequency of service, and connect local residential areas with large-scale employment centers such as UCSB and the mid-Hollister corridor. Existing local commute bus routes are shown in Figure 7-4. The City supports efforts by MTD and other transit providers to improve local commute service by appropriate adjustments to routing, scheduling, and frequency of service.
- TE 7.7 Shuttle Bus Service. [GP]** Shuttle routes, which may employ smaller transit vehicles, generally serve a limited area with frequent headways, and generally are appropriate within and/or between high-intensity commercial areas and large employment centers, such as UCSB. The locations of existing fixed-route shuttle bus services as of 2005 are shown in Figure 7-4. The City supports expansions of shuttle services when such expansions are shown to satisfy a significant unmet need and when they are cost effective.
- TE 7.8 Hollister Avenue Transit Corridor. [GP]** Hollister Avenue from the eastern city boundary west to Pacific Oaks Road is designated as the Hollister Avenue Transit Corridor. The public transportation map in Figure 7-4 illustrates that the highest concentration of transit routes and greatest frequency of service occur in this area. The land areas along this corridor include existing and planned future retail commercial and employment centers as well as higher-density housing. These higher-intensity uses are transit oriented; the City supports efforts by MTD and other providers to expand express and local bus services along this corridor as ridership levels warrant.

- TE 7.10 UCSB Bus Service Programs. [GP]** The City encourages programs by UCSB to promote bus use by students, faculty, and staff. These efforts should include free or discounted monthly bus passes, funding of shuttle bus services, funding of express bus services, automobile sharing, ridesharing, appropriate pricing of on-campus parking, parking management policies, and other activities.
- TE 7.11 Other Bus Transportation Providers. [GP]** The City supports efforts to provide scheduled bus service to particular external destinations, such as the Santa Barbara Airbus to Los Angeles International Airport and the shuttle buses operated by the Chumash Casino to carry employees and customers to its facility in Santa Ynez. Scheduled or demand-responsive bus or van service by large employers (such as UCSB and Raytheon) for their workers is encouraged.
- TE 7.12 Transit Amenities in New Development. [GP/CP]** The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.

areas within the existing railroad right-of-way to the extent feasible.

- TE 8.2 Rail Terminal. [GP]** Figure 7-4 identifies the location of the existing Amtrak terminal as of 2005. The City, in cooperation with Amtrak and any future commuter rail service provider, should actively explore and promote the development of an expanded multimodal transportation center that includes a rail station in the city as referenced in TE 7.3. As of 2005, facilities were limited to a passenger platform. The City supports regional funding and construction of a terminal facility that includes a building with an indoor waiting area, ticketing, information kiosks, restrooms, and other appropriate amenities; parking; and drop-off and pick-up areas. Small-scale ancillary commercial services, such as a small restaurant, may also be permitted as integral to the terminal facility.
- TE 8.3 Coordination of Bus Service with Commuter Rail. [GP]** If the region should determine to implement commuter rail service along the UPRR corridor, the City encourages MTD, private providers, and/or employers to consider scheduled and/or demand-responsive shuttle bus service between the train station and local employment centers, including but not limited to UCSB.
- TE 8.4 Linkage of Land Use With Potential Commuter Rail. [GP]** The land-use plan map designates land areas along and near the railroad corridor in the mid-Hollister area for business park and medium-density multi-family residential development. It is the intent that these higher-intensity uses support and not prevent potential passenger rail service as well as support existing and potential expanded bus commute services along the Hollister Corridor.
- TE 8.5 Amtrak and Caltrans-Supported Passenger Rail Services. [GP]** The City encourages that existing Amtrak services and Caltrans-supported passenger rail

services be maintained, with expansion or increased frequency of service when warranted by ridership levels.

Policy TE 10: Pedestrian Circulation [GP]

Objective: *To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.*

TE 10.2 Master Plan for Pedestrian Facilities. [GP] The City shall develop a Master Plan for Pedestrian Circulation to provide an integrated network of sidewalks and trails to link residential neighborhoods, commercial areas, community facilities, and other forms of transportation. This plan should outline priorities to provide and maintain a continuous improved surface of sidewalks for pedestrians that meets ADA requirements for accessibility and includes construction of new sidewalks and repair of deteriorated sidewalks, and minimizes conflicts with utilities and other transportation modes. Where feasible, sidewalks should be constructed on both sides of the street. The plan shall emphasize achieving the maximum separation of pedestrian facilities from traffic.

TE 10.3 Design Criteria for Pedestrian Facilities. [GP] The City shall establish guidelines for pedestrian walkways, including but not limited to widths and other geometrics, street corners, types of materials, street crossings, and other features as appropriate. Such standards may be included in the Master Plan for Pedestrian Circulation.

TE 10.4 Pedestrian Facilities in New Development. [GP] Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.

Policy TE 11: Bikeways Plan [GP]

Objective: *To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.*

TE 11.3 Design Guidelines. [GP] The City shall formulate design guidelines that establish standards for construction and maintenance of bikeways. Bikeways should be constructed on both sides of the street and incorporated into roadway and bridge projects located along planned bicycle routes. Where space allows, Class I bicycle lanes shall be the development priority over Class II and III lanes. Existing bike lanes shall not be removed to add traffic lanes unless bike lanes of the same or higher classification will be replaced as part of the roadway improvements.

TE 11.4 Facilities in New Development. [GP] Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle

commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.

Policy TE 15: Regional Transportation [GP]

Objective: *Participate in developing regional transportation solutions to expand choices for local citizens, make the highway system more efficient, improve regional bus service, consider potential commuter rail service, and create an interconnected system of bicycle routes and trails.*

TE-IA-6 Bicycle Transportation Plan. The City shall periodically prepare and adopt a BTP that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code; such a plan is required for submittal of grant funding applications.

Time period: Ongoing

Responsible parties: Community Services Department, City Council

TE-IA-7 Update of the CEQA Thresholds Manual. The City's CEQA Thresholds Manual shall be revised to incorporate standards consistent with the policies and standards set forth in the Transportation Element.

Time period: 2010

Responsible parties: Planning and Environmental Services, Community Services Department (Amended by Reso. 08-30, 6/17/08)

Public Facilities Element

PF 8.3 Design of Public Facilities. [GP] The following criteria shall apply:

- c. Wherever possible, the City should incorporate energy-saving measures and other "green building" concepts in the design of City facilities.

Housing Element

Policy HE 3: Linkage of Housing and Jobs [GP]

Objective: *Create housing nearby to where people work and encourage participation in the City's affordable housing program from commercial, office, industrial, and other nonresidential uses.*

HE 3.1 Housing for Local Workers. [GP] The City encourages housing developers to provide an adequate supply and variety of housing opportunities that are specifically designed to meet the needs of Goleta's workforce, striving to match housing types and affordability with household incomes of the local workforce.

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP]
Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of "in-lieu" housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.

HE 3.3 Live/Work Development. [GP] Live/work units can provide affordable employee housing, generate additional economic activity in the community, and help maintain an appropriate jobs-to-housing balance in Goleta. The City will encourage opportunities for live/work developments in appropriate locations where housing can be provided for workers on-site or through caretaker or other types of housing.

IP-3D Provide Zoning for Live/Work Opportunities. Review implementation of live/work and home occupation provisions in the new zoning ordinance to ensure effective standards for home occupations and live/work projects are provided in appropriate locations.

Time period/target: New Zoning Ordinance by 2007; four moderate-income live/work units by 2009

Responsible party: Planning and Environmental Services Department

IP-6F Adopt Standards for Transit-Oriented Development. In coordination with regional transportation planning activities, consider the following criteria for Transit-Oriented Development (TOD) on sites designated Medium-Density Residential near the Hollister Avenue transit corridor:

- a. Neighborhood serving commercial uses shall be provided within the development or at nearby locations.
- b. Potential impacts, including, but not limited to, traffic and parking, shall be mitigated.
- c. Required affordable inclusionary units shall be provided within the development or at an alternative site along the transit corridor.
- d. The development shall provide an excellent, high-quality design that is compatible with the surrounding neighborhood, incorporating attractive and usable common/open areas, including any dedication of public parkland shown in the Park Plan.
- e. The development plan shall incorporate transit improvements, such as bus shelters and turnouts or other transit improvements, as appropriate and feasible for the site.
- f. The development plan shall incorporate pedestrian and bicycle facilities, including, but not limited to, sidewalks, benches, bicycle racks, and bicycle storage areas.

Time period: Incorporate in New Zoning Code, 2007
Responsible party: Planning and Environmental Services Department

HE 9.4 Resource Conservation. [GP] The City will promote development and construction standards that provide resource conservation by encouraging housing types and designs that use renewable and/or sustainable materials, cost-effective energy conservation measures, and fewer resources (water, electricity, etc.) and therefore cost less to operate over time. The City shall require individual residential units within multifamily housing projects to be separately metered for all utilities, including, but not limited to, water, natural gas, and electricity (see related Policy CE 13).

HE 9.5 Renewable Energy Technologies. [GP] Promote the use of sustainable and/or renewable materials and energy technologies, such as solar, in new and rehabilitated housing when possible (see related Policy CE 13).

IP-9B Promote Solar Design. Develop design standards adapted to Goleta's climate relating to solar orientation, including lot layout for subdivisions, location and orientation of new structures, landscaping, fences, and impervious surfaces to conserve energy.

Time period: 2008 to 2009
Responsible party: Planning and Environmental Services Department

IP-9C Establish "Green" Building Standards and Processes. Adopt a "Green Building Program" to encourage the use of green building materials and energy conservation measures in new construction.

Time period: 2008 to 2009
Responsible party: Planning and Environmental Services Department.

City of Goleta General Plan/Coastal Land Use Plan Implementing Actions and Programs

IP-6F: Adopt Standards for Transit-Oriented Development. In coordination with regional transportation planning activities, consider the following criteria for Transit-Oriented Development (TOD) on sites designated Medium-Density Residential near the Hollister Avenue transit corridor:

e. The development plan shall incorporate transit improvements, such as bus shelters and turnouts or other transit improvements, as appropriate and feasible for the site.

f. The development plan shall incorporate pedestrian and bicycle facilities, including, but not limited to, sidewalks, benches, bicycle racks, and bicycle storage areas.

IP-8A: Link Code Enforcement with Public Information Programs. Implement housing, building, and fire code enforcement to ensure compliance with basic health and safety building standards and provide information about rehabilitation loan programs for use by qualifying property owners who are cited. In particular, contact owners of structures that appear to be in declining or substandard condition, offer inspection services, and advertise and promote programs that will assist in funding.

IP-9A: Prepare Residential Design Guidelines. Implement the Design Review process and prepare design guidelines/criteria that will establish effective, consistent development review factors for use by applicants, the community, staff, and decision makers in the review of housing proposals.

IP-9B: Promote Solar Design. Develop design standards adapted to Goleta's climate relating to solar orientation, including lot layout for subdivisions, location and orientation of new structures, landscaping, fences, and impervious surfaces to conserve energy.

IP-9C: Establish "Green" Building Standards and Processes. Adopt a "Green Building Program" to encourage the use of green building materials and energy conservation measures in new construction.

IP-10D: Apply Density Bonus Zoning and Related Incentives. Administer the zoning ordinance provisions to encourage an increase in the supply of well-designed housing for very low-, low-, and moderate-income households. Evaluate the following:

c. Establish "fast track" processing procedures in the new zoning code, California Environmental Quality Act (CEQA) processing efficiencies, and other mechanisms to fit with funding requirements and encourage desirable affordable housing projects that have a significant portion of their total floor area committed to affordable housing. Consider opportunities to streamline environmental review for individual residential projects, such as preparation of specific plans and specific plan EIRs, particularly in the North Willow Springs and mid-Hollister areas.

IP-10F: Implement Transfer of Development Rights. Consistent with the Land Use Element, identify criteria and enact procedures to allow Transfer of Development Rights (TDR) within city boundaries if they will result in the development of special needs and/or affordable housing in appropriate locations.

LU-IA-1, OS-IA-1, CE-IA-1, SE-IA-1, VH-IA-1 Preparation and Adoption of New Zoning Code and Map. A new zoning code to replace the County zoning code adopted by the City upon incorporation must be prepared and adopted by the City Council. The new Zoning Code and Zoning Map are required to implement the policies set forth in the Land Use and other elements of this plan. A single, unified zoning code that includes zoning regulations applicable to inland areas and the coastal zone is anticipated. The portion of the zoning code applicable to the coastal zone will be subject to certification by the California Coastal Commission.

LU-IA-5 Neighborhood Compatibility Ordinance/Program. This program may consist of two parts: design criteria and a neighborhood compatibility ordinance (NCO). The NCO may be included within the new zoning code and could include standards for residential districts pertaining to Floor Area Ratios, height, bulk and scale, coverage by impervious surfaces, off-street parking, and other standards that are appropriate to provide for compatibility of new development and remodels with existing development in the immediate neighborhood, ensure access to sunlight and air, protect scenic views, and maintain privacy.

LU-IA-6 Transfer of Development Rights Ordinance/Program. This measure is intended to create an ordinance prescribing procedures for transfer of development rights from parcels within Goleta that may not be buildable due to policy limitations associated with habitat resources to receiving sites designated by the Land Use Plan map for residential use. In addition to the ordinance, the program would need to identify both sending and receiving sites and describe the procedures applicable to approval of individual density transfers.

CE-IA-2 Update of the CEQA Thresholds Manual. The City's *CEQA Thresholds Manual* will be revised to incorporate environmental standards consistent with the policies and standards set forth in the Conservation Element.

<p>CE-IA-4 Preparation of a Tree Protection Ordinance. The City may prepare and adopt a Tree Protection Ordinance that addresses standards for: heritage trees; public right-of-way trees; parking lot shade trees; native trees; street and parkway trees; and anti-topping.</p>
<p>SE-IA-1 New Zoning Code. The City's new zoning code shall include regulations for a hazards overlay zone to address seismic and other geologic hazards, coastal hazards, flooding, and wildland fire hazards. In addition, the new zoning code should include regulations for an airport approach overlay zone.</p>
<p>SE-IA-3 Annual Safety Audits of Oil and Gas Facilities. Annual safety audits shall be prepared for all oil and gas production, processing, and storage facilities.</p>
<p>VH-IA-2 Preparation and Adoption of Design Guidelines. Design Guidelines shall be prepared to provide a consistent basis for reviewing and evaluating projects or improvements proposed within the city. The guidelines should reinforce and provide consistency to the design goals and policies set forth in this plan for single-family residential, multifamily residential, commercial/industrial, institutional/public, and quasi-public development. The Design Guidelines should also address outdoor lighting, including quality and quantity of illumination levels, glare, light pollution, energy efficiency, safety, and security.</p>
<p>PF-IA-2 and TE-IA-2 Capital Improvements Program and Budget. The City shall prepare and maintain a CIP that includes a list of all capital projects needed to implement the General Plan during the planning period and the anticipated costs and funding sources and for each project. The annual budget should include the appropriations for those projects authorized to be initiated in the next fiscal year. The CIP should be updated annually along with anticipated funding capacities as part of the annual budget process.</p>
<p>IP-8B: Implement Rehabilitation and Energy Loan Programs. Coordinate with Southern California Edison to make available information on loan programs to eligible owner and renter households.</p>
<p>IP-8F: Support Volunteer Efforts for Housing Maintenance and Repair. The City will support community service clubs and organizations that are interested in establishing a volunteer labor-assistance housing improvement program for homeowners physically or financially unable to maintain or repair their properties.</p>
<p>IP-8J: Housing Rehabilitation Program. The City, in conjunction with the Redevelopment Agency, shall consider establishing a housing rehabilitation and home repair program. Funding may be from the 20 percent Housing Set-Aside fund and/or from grants.</p>

EECBG - Comments Regarding Funding Allocations for the EECBG

From: Jacob Freitas <jfreitas@mazzetti.com>
To: "EECBG@energy.state.ca.us" <EECBG@energy.state.ca.us>
Date: 8/19/2009 4:26 PM
Subject: Comments Regarding Funding Allocations for the EECBG
CC: Arash Guity <Arashg@mazzetti.com>

To Whom this may concern,

As a City Planner with additional background in construction practices and sustainability I feel that I have a need to voice an opinion of mine regarding the EECBG.

After briefly reading through the requirements for the EECBG I was disappointed that money could not be allocated to prepare plans that will reduce both resource consumption and greenhouse gas emissions in a select community as a whole. I feel that this is just as important as short term efficiency gains which this grant seeks to achieve. From my experiences working with jurisdictions to draft climate action plans there are so many positive synergies associated with a successful plan. These positive outcomes include, but are not limited to, energy efficiency measures, water use reduction, reduction in vehicle miles traveled due to habitual and land use changes and public awareness of climate change and the impacts associated with it.

The California Air Pollution Control Office Association has recognized the importance of addressing this issue and recently release a report outlining how and why local governments need to incorporate general plan policies to reduce resource consumption and emissions of greenhouse gasses. Cities can adopt ordinances and plans to reduce their resource consumption but they will typically not be as effective if the ideas are not seamlessly integrated into their general plans.

I think that many local governments would greatly benefit with the option of acquiring funds to produce a plan with quantifiable long term goals that will not only reduce resource consumption but will help build the green economy, all the while helping in mitigating the impacts of climate change.

I appreciate your review of my commits and look forward to the final verdict on the EECBG.

Jacob Freitas, LEED® AP
Climate Change Analyst

M+NLB

MAZZETTI NASH LIPSEY BURCH

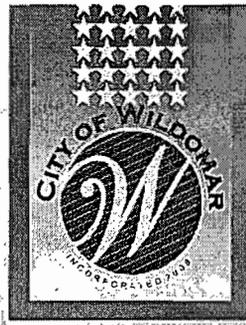
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CITY COUNCIL MEMBERS

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SCOTT FARNAM
SHERYL ADE

August 7, 2009

John Sugar
Manager, Special Projects
California Energy Commission
Dockets Office, MS-4
Re: Docket No. 09-OII-01
1516 Ninth Street
Sacramento, CA 95814-5512

Re: EECBG Guidelines, Docket No. 09-OII-01, Pertaining to Funding Allocation for the City of Wildomar

Dear Mr. Sugar:

The City of Wildomar is writing to bring to the Commission's attention an error in the Draft Guidelines for the Energy Efficiency Conservation Block Grant (EECBG) Program for small cities published on July 31, 2009. For the City of Wildomar, an incorrect population figure was used to calculate the City's funding award allocation, identified as \$105,357.50 in the EECBG Guidelines. The City of Wildomar was informed by Commission staff (at the July 15, 2009 Workshop in Santa Ana) that the Commission staff would utilize the City website population which identified the population figure on July 1, 2008 (incorporation date). A printout of the city's website is attached which cites a figure of 28,000. This population figure of 28,000 is therefore the figure that should be used in the EECBG formula for the City of Wildomar.

On July 31st, I contacted Energy Commission staff and brought this formula error to their attention. Rather than use the 28,000 population figure on the City web site as Commission staff had stated at the workshop to correct the error, Commission staff informed me that they would correct the error by using 2005-2007 Census Data showing a population of 23,554. The City of Wildomar is not certain why the staff has departed from its earlier statement made at the Santa Ana workshop to rectify the error. However, in raising this question to your attention at the August 3rd workshop, I understand the Commission staff is soliciting other documentation the City can provide to substantiate the 28,000 population figure. The City of Wildomar appreciates this opportunity because we do not believe that it is reasonable to use 2005-2007 Census population figures that counts individuals that were effectively not City residents, but rather, Riverside County residents. In addition, the 2007 Census figures are over a year before city's actual incorporation.

The data the City has provided to document the appropriate use of the 28,000 population figure is as follows:

- **State Department of Finance Table E-4.** This table is attached and can be found at http://www.dof.ca.gov/research/demographic/reports/estimates/e-4_2001-07/. According to the State Department of Finance, the City's July 1, 2009 population is 31,321. The State Department of Finance utilizes these estimates to calculate state

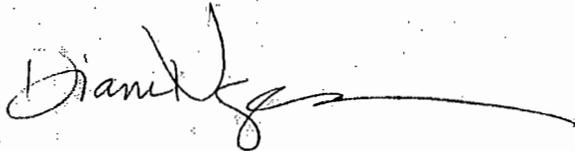
revenues that come to the City of Wildomar that require population inputs. The State Department of Finance 2009 population figure demonstrates that the City's estimate of 28,000 residents in July 2008 is very reasonable.

- ***Comprehensive Fiscal Analysis Report, submitted to the Riverside County Local Agency Formation Commission (LAFCO):*** As part of the city's incorporation process, the City prepared this report and it was formally submitted and reviewed by the Riverside County Local Agency Commission. The full report can be accessed at: <http://www.cityofwildomar.org/uploads/files/finance/Wildomar-CFA-and-Appendix-Tables.pdf>

Within this report, the City provided population projections from FY 06-07 to FY 17-18. For Fiscal Year 2008/09, this report cites a projection of 29,483 for the City's population.

The City of Wildomar requests your consideration of this information and again recommends the use of the City of Wildomar's web site population reference of 28,000 to calculate the EECBG formula. As an alternative, the City asserts that the 2009 Department of Finance population figures are the most accurate count of the City's population, rather than 2007 Census figures that calculated Riverside County residents. Should you have any questions, please feel free to contact me via email dnguyen@cityofwildomar.org, or directly at (916) 508-6901. Thank you for your attention.

Sincerely,



Diane Nguyen, AICP
Transportation Programs Manager

Attachments: City of Wildomar Web site indicating July 1, 2008 population
2009 State Department of Finance Population Data, Table E-4
Table 2-A, excerpted from City of Wildomar Comprehensive Fiscal Analysis Report

**Proposed Incorporation
City of Wildomar**

**Public Hearing Draft
Comprehensive Fiscal Analysis**

April 30, 2007
(Revised August 6, 2007)

Submitted to:

**Riverside County Local Agency Formation Commission
3850 Vine St., Suite 110
Riverside, California 92507**

Prepared by:

GST Consulting
90 Tierra Plano
Rancho Santa Margarita, CA 92688
(949) 433-3253

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TABLES

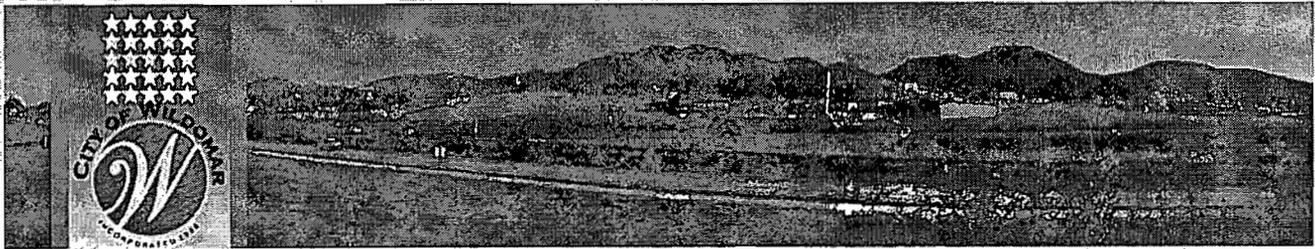
Table 1-A	General Fund Revenues and Expenditures
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Table 5-A	General Fund Summary- Walmart Shift to FY 10/11
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EXHIBITS

Exhibit 1	Property Tax Transfer
Exhibit 2	Auditor/Controller Ratio for Base Property Tax
Exhibit 3	Estimated Annual Revenue Neutrality Mitigation
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HOME CITY COUNCIL DEPARTMENTS COMMISSIONS SERVICES BUSINESS COMMUNITY DOCUMENTS

Friday, August 7, 2009

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- STAY CONNECTED

Wildomar
 75°F at 2:43 PM
 79°F / 57°F
 59 MPH SS
 Weather Currents 0.000"
 SEVEN DAY FORECAST

ABOUT WILDOMAR

Where to Find Us

Wildomar is located along Interstate 15 in Riverside County, a growing community comfortably nestled in a valley bordered by a mountain range on the west and rolling hills to the east.

Its boundaries take in some 24 square miles.

A Bit of History

Wildomar is a community of old and new, more mature homes and acreages with horses and other animals mixed with more modern housing tracts. Nestled between the cities of Murrieta and Lake Elsinore, Wildomar officially became a city on July 1, 2008, at that time home to about 28,000 residents.

The name Wildomar was coined from the names of its three founders – the WIL from William Collier, the DO from Donald Graham and the MAR from Margaret Collier Graham.

Wildomar had been an outpost for the pony express for the Butterfield Stage, and in the early part of this century, a stop for the Southern California Railroad. After the tracks washed out, growth in the area slowed and Wildomar remained a farming and ranching area, including a large number of horse ranches.

Construction of the I-15 freeway brought urban-type growth to Wildomar, which led to the mixture of urban and rural.

Wildomar Incorporation Now, commonly known as WIN, led the effort to incorporate.

Its office was in a small, unassuming historic building near the corner of Mission Trail and Corydon. It is one of the oldest public buildings in the area.

Currently leased by the Wildomar Chamber of Commerce, the building has served the community in one capacity or another for over 100 years. Originally on Lemon Street, the building was moved to its present location in 1895 — selected because the railroad tracks ran behind the building. The building was to be a stop for the railroad. Once the railroad no longer ran through Wildomar, the building found other uses. In 1993, the Animal Friends of the Valleys and the chamber brought the building back into a serviceable condition. These two agencies have shared the building ever since.

About the Bell and Wildomar School

One of the first items of business at the new town site of Wildomar in 1886 was to build a grammar school. The founders donated the land and Wildomar Elementary School was built in the downtown area. The present day school is still at this original location. A bell was installed in the tower to call the students to class.

As was typical of school bells in the 1880s, the bell, clapper and frame are made of cast iron. Legend has it that the bell was brought to Wildomar along the newly laid railroad tracks that passed by on Front Street a few blocks away. Once mounted in the tower, the bell was rung by a rope that passed inside the school room. Occasionally, the bell would hang up when pulled too vigorously. This happened often enough that a ladder was permanently nailed on the outside of the building along the slope of the roof.

When the old two-room schoolhouse was torn down,

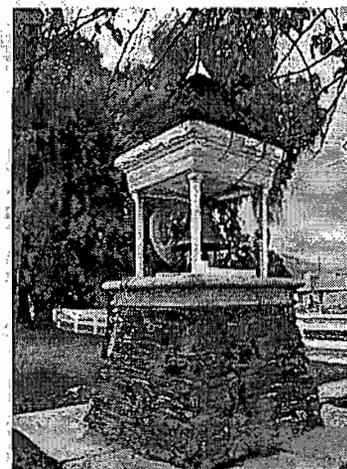


Table 2: E-4 Population Estimates for Cities, Counties and State, 2001-2009
with 2000 Benchmark

COUNTY/CITY	4/1/2000	1/1/2001	1/1/2002	1/1/2003	1/1/2004	1/1/2005	1/1/2006	1/1/2007	1/1/2008	1/1/2009
Riverside County										
Banning	23,562	23,958	24,586	25,606	27,549	27,996	28,185	28,174	28,148	28,457
Beaumont	11,384	11,555	12,269	13,941	16,593	19,051	23,238	28,209	31,317	32,403
Blythe	20,465	20,831	21,292	21,362	22,168	22,052	22,234	22,608	21,627	21,329
Callimesa	7,139	7,238	7,339	7,447	7,490	7,491	7,475	7,435	7,423	7,488
Canyon Lake	9,952	10,158	10,401	10,634	10,822	10,950	10,983	10,955	10,994	11,128
Cathedral City	42,647	44,085	45,659	47,841	49,338	50,819	51,294	52,045	51,972	52,447
Coachella	22,724	23,358	24,412	27,086	28,082	30,879	35,354	38,437	40,317	41,000
Corona	124,866	129,720	134,683	138,604	143,939	144,600	145,265	145,847	146,698	148,597
Desert Hot Springs	16,582	16,771	16,976	17,380	19,329	20,820	23,459	24,856	25,939	26,552
Hemet	59,812	60,570	62,388	63,568	65,552	67,565	70,728	72,537	73,205	74,361
Indlan Wells	3,816	4,147	4,371	4,446	4,501	4,796	4,885	4,934	5,000	5,093
Indio	49,118	50,435	52,463	55,078	60,035	68,358	71,949	77,046	80,962	82,230
Lake Elsinore	28,930	30,027	31,223	33,421	35,904	38,185	41,156	47,568	49,556	50,267
La Quinta	23,694	26,081	28,869	30,808	33,026	36,278	38,500	41,039	42,743	43,778
Menifee	0	0	0	0	0	0	0	0	0	67,705
Moreno Valley	142,379	144,316	147,216	151,674	157,496	165,935	175,294	180,228	182,945	186,301
Murrieta	44,282	46,437	51,905	68,391	78,783	85,328	93,221	97,031	99,576	100,714
Norco	24,157	24,485	25,007	25,485	25,810	26,783	27,355	27,329	27,143	27,160
Palm Desert	41,155	42,074	43,092	44,427	45,503	49,490	49,774	49,717	50,686	51,509
Palm Springs	42,805	43,396	43,944	44,502	44,935	45,877	46,629	46,796	47,019	47,601
Perris	36,189	36,905	37,710	38,645	41,951	44,758	47,335	50,597	53,340	54,323
Rancho Mirage	13,249	13,841	14,420	15,135	15,752	16,478	16,740	16,923	16,975	17,180
Riverside	255,166	262,159	270,781	277,150	281,173	286,563	288,984	291,812	296,191	300,430
San Jacinto	23,779	24,612	25,424	26,343	27,134	28,540	31,194	34,297	35,491	36,477
Temecula	57,716	61,766	73,086	75,873	78,640	81,681	93,673	97,141	99,873	102,604
Wildomar	0	0	0	0	0	0	0	0	0	31,321
Balance Of County	420,721	431,199	443,292	459,484	482,612	504,464	517,110	536,754	553,461	459,188
Incorporated	1,124,666	1,158,923	1,209,516	1,264,845	1,321,505	1,379,271	1,444,904	1,493,561	1,525,140	1,648,465
County Total	1,545,387	1,590,122	1,652,808	1,724,329	1,804,117	1,883,735	1,962,014	2,030,315	2,078,601	2,107,853